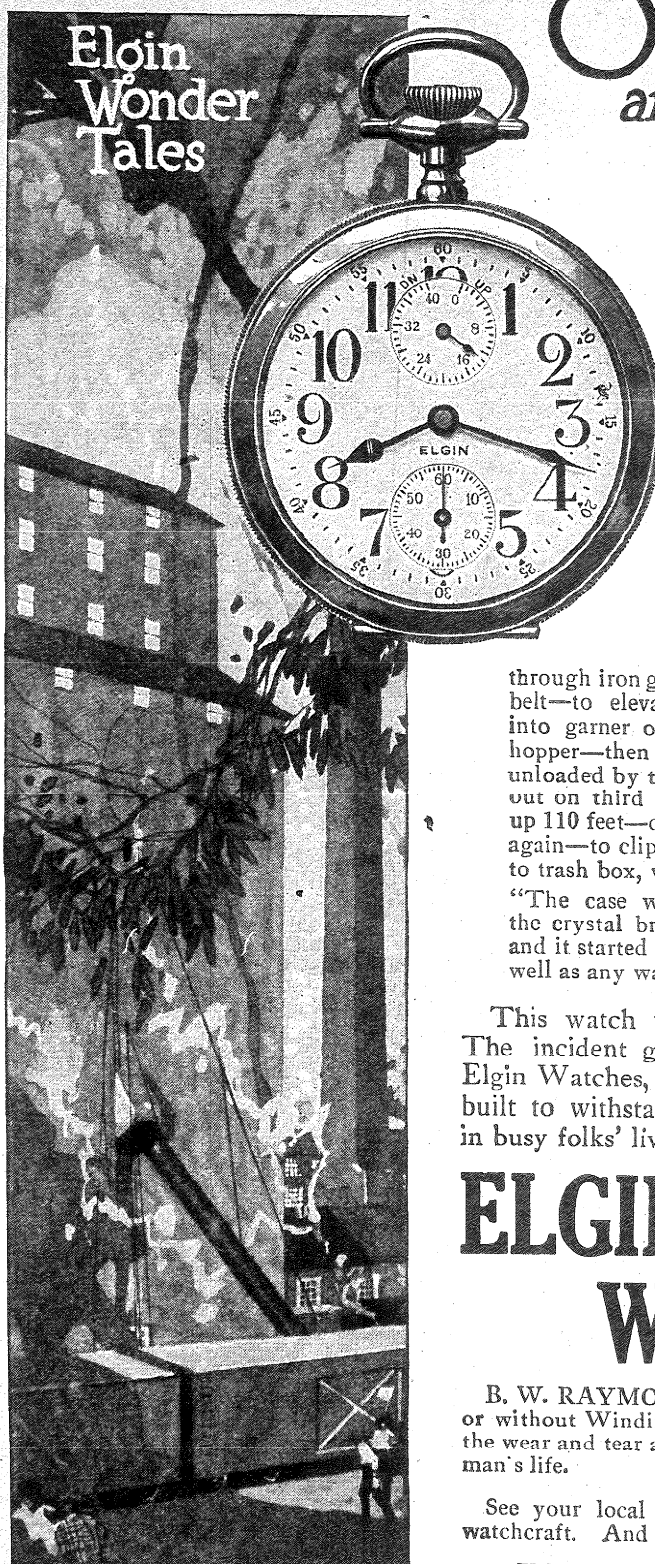




Elgin
Wonder
Tales

Oats and an Elgin

HERE'S the story, as it comes from Illinois, vouched for by the superintendent of the grain elevator where the thing happened:

"Here's to the Elgin Watch! While clipping oats a few days since, our man in charge of oat clipper found one of your watches in the oats. That watch in the oats had been unloaded from the cars with power shovels—down

through iron grates to hopper—onto conveyor belt—to elevator—up 110 feet—discharged into garner over scales—dropped into scale hopper—then out to another conveyor belt—unloaded by tripper into storage bin—drawn out on third conveyor belt—into elevator—up 110 feet—down through garner and scales again—to clipper bin—out over clipper riddle to trash box, where we found it.

"The case was only slightly sprung, and the crystal broken. We wound the watch and it started right off, and seems to run as well as any watch."

This watch was not an expensive Elgin! The incident goes to prove the fact that all Elgin Watches, both for men and women, are built to withstand all the strenuous moments in busy folks' lives.

ELGIN Railroad Watches

B. W. RAYMOND Model—19-21-23 jewels—with or without Winding Indicator. Built especially for the wear and tear and the bumps and jars of a railroad man's life.

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ELGIN NATIONAL WATCH CO., Elgin, Illinois

CONTENTS

	Author.	Page.
Watch Your Step.....	Thorn	5
The Barge Service on Puget Sound.....	C. A. Goodnow.....	6
The Right Way to Create Employment.....	D. Gorman.....	10
The Canal and the Coast.....	E. K. Garrison.....	11
The Panama-Pacific Exposition.....		14
A "Fish Story".....		16
Forty Years at Watertown, Wis.....	Geo. W. Webb.....	17
On the Old I. & D. (Poem).....	H. D. Brown.....	18
The C. & C. B. Iowa Division.....	Geo. E. Waugh.....	19
Saving Money by the Use of Oxy-Acetylene Gas.....	W. O. Hiddlestone.....	22
Assistant G. F. & P. A. Now.....		24
The Bowling Season.....		24
Preventing Claims by Improved Method of Loading.....	G. E. Simpson.....	24
Smiles.....		25
At Home.....		26
Stedograms.....		28
Get Together.....		30
Obituary.....		31
Safety First.....		32
How to Become a More Efficient and Loyal Employee.....	J. J. Rada.....	33
Engineer R. V. Leach.....	Guy E. Sampson.....	36
Special Commendation.....		38
On the Steel Trail.....		40
Interstate Company News Items.....		44

INDEX TO OUR ADVERTISERS

American Casualty Co.....	52	International Corres. Schools.....	43
American Laundry Machinery Co.....	64	Larable Brothers	54
Ayer & Lord Tie Co.....	59	Mass. Bonding & Ins. Co.....	50
Bates & Rogers Construction Co.....	64	Mayer Boot & Shoe Co.....	31
Boss Nut Co.....	33	Mattison Omnibus & Transfer Co.....	59
Buckeye Steel Castings Co.....	64	Merchants National Bank.....	51
Central Trust Co.....	41	Midland Casualty Co.....	60
Chicago Car Heating Co.....	64	Murphy Varnish Co.....	64
C., M. & St. P. Ry.....	3	National City Bank, Seattle.....	58
Clark, W. A. & Bro.....	54	New England Nat. Bank.....	54
Coleman, Watson E.....	56	Old National Bank, Spokane.....	55
Continental Casualty Co.....	51	Parker Brothers	45
Cropley-Phillips Co.....	57	Pacific Mutual Life Ins. Co.....	53
Crystolis.....	61	Pullen, Eugene M.....	59
Dakota National Bank.....	56	Q. & C. Company.....	62
Daly Bank & Trust Co.....	60	Rail Joint Company.....	62
Dearborn Chemical Co.....	64	Royal Typewriter Co.....	
Dexter-Horton National Bank.....	50	Inside Back Cover	
Dietz, R. E. & Co.....	62	Sargol	49
Elgin National Watch Co.....	1	Spokane & Eastern Trust Co.....	58
Fairmont Machine Co.....		Sloan, Geo. S. & Sons.....	62
.....Inside Front Cover		Spencer Otis Company.....	37
First Nat. Bank, Lewiston, Mont..	56	Standard Accident Ins. Co.....	53
First Nat. Bank, Harlowton, Mont.	52	Standard Improved Truck Co.....	64
Flint Varnish Works.....	63	State National Bank.....	58
Galena Signal Oil Co.....	63	Stifel, J. L. & Sons.....	4
Galesburg Writing Machine Co.....	35	Sweet-Orr & Co., Inc.....	47
Hamilton Watch Co.....	29	Travelers Ins. Co.....	57
Hammersmith, H.....	60	Typewriter Distr. Co.....	Back Cover
Hayes & Hayes, Bankers.....	54	Union Savings & Trust Co.....	58
Hirsch, James H. & Co.....	63	U. S. Distributing Co.....	46
Hotel Sherman Co.....	55	Williams, G. B. & Co.....	48
Hunt, R. W. & Co.....	59	Wood, Guilford S.....	64

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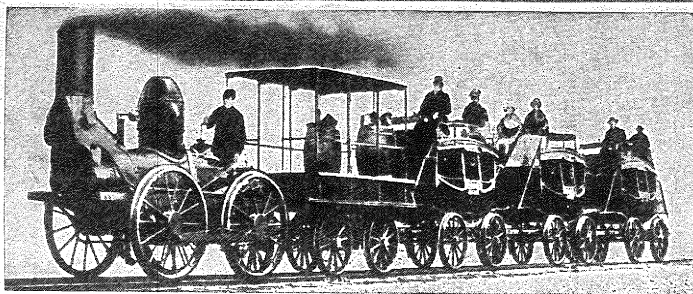
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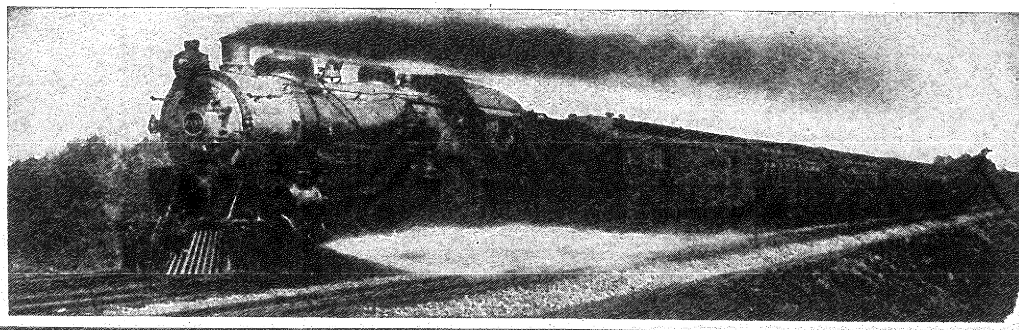
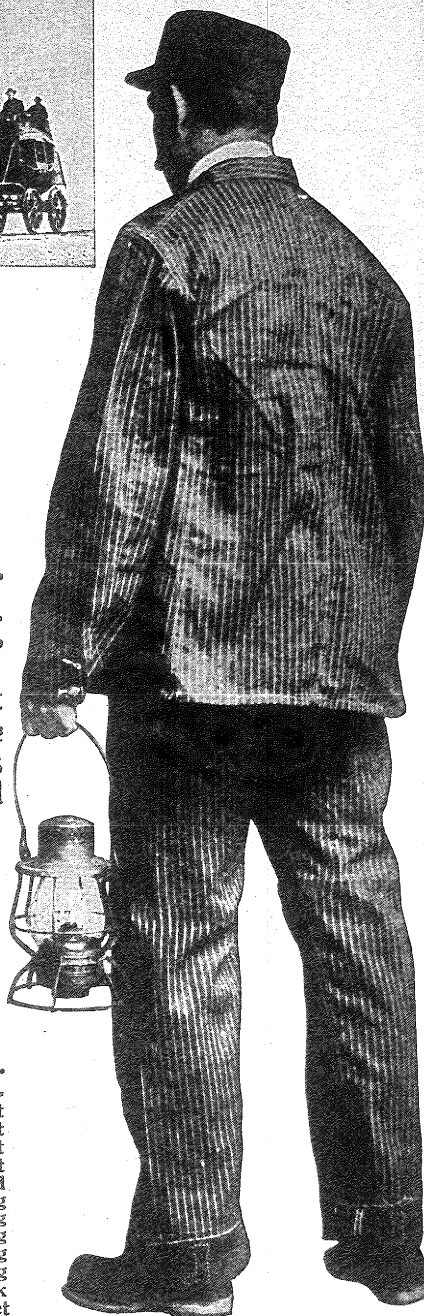
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The Milwaukee Railway System Employees' Magazine

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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VOLUME II

MARCH, 1915

NUMBER 12

Watch Your Step

"Thorn."

Did you ever stop to think that if you were in business for yourself with all your available cash invested, in what direction you would expend your greatest energies? Would you not start with the primary idea of disposing of your product? Certainly.

How or by what method you would do this would depend upon the commodity which your inclination had led you to use as a vehicle of progress in the business world. The question of economical production and placing upon the market had been decided long before you embarked in the venture, therefore you are prepared to make sales based upon an estimate of the actual cost. The next effort is to surround yourself with those who are also interested, who are necessary to "push the thing along" on account of their directly and indirectly receiving a certain proportion of the profits which may accrue therefor.

Now then, why, as railroad employees, can we not use the same methods reckoning the value of our services as capital. The man from whom you buy groceries takes your "perfectly good" money in a "perfectly good" way, legitimately, and all that. Then why not see that he travels and ships and votes your way? It is only a fair exchange. Show the butchers, bakers and candle-stick men, that there is a decided difference between reasonable rates, regular pay-checks and

sales; and no rates, no checks and no sales. If they are men who like to see their goods spoil on the shelf, you would probably have a hard argument, but that kind are few and far between.

Some day a man will want to shake hands, perhaps, with one of you "awful bad" and will perhaps hand you a very bad seegar; but before giving you a chance to ascertain the quality of the smoke, will have obtained another vote and vanished. Don't promise right off the bat. Light that "rope" and make him talk awhile; then after having absorbed enough nicotine to give you the required nerve, ask him what his attitude is toward your business; show him that you belong to the largest payroll in existence, that from what you have been able to discover, the statute books are full of laws which are generally to the effect of depriving your business of every profit, and that the book binderies are working overtime to take care of the next "batch" that is being prepared.

If the man is worthy of the position to which he aspires, he will listen, and if he becomes or appears to become convinced, and secures your support, you watch him to see that he gives a good account of himself.

I have "sat out in the rain" because the roof leaked, just like the rest, but I expect to have a chance to "make shingles" soon, and that roof will be fixed the next time.

The Barge Service on Puget Sound

C. A. Goodnow.

When the "Life of Charles Dickens," by John Forster, his literary executor, was published many years ago the critics said it really was the life of John Forster with some reminiscences of Charles Dickens. As the following article will relate to considerable personal endeavor and a little achievement necessarily the personal pronoun will obtrude itself with some frequency, but I trust my critics will not charge me with writing my personal history under the guise of the title of this article.

In 1907 the near completion of the Pacific Coast extension led President Earling to a very careful consideration of some method of reaching, with the rails of the Milwaukee Company, the numerous lumber mills located on tide water in Puget Sound, especially at the western end of Tacoma harbor and at Ballard, in the northern portion of the City of Seattle, on to Salmon Bay.

These mills were served either by the Northern Pacific or the Great Northern Railway, and it was quite impossible to reach them by independent tracks over an acquired right of way, not only because of the prohibitive cost of doing so, but because the location of the roads named made it impossible to reach the mills on their land side. Floating cars on barges to the mills was suggested and the feasibility of the idea was quickly perceived, but on presenting the problem to marine engineers on the Pacific Coast they pronounced the tidal movement, which is twenty feet at Tacoma at times, with an average of sixteen feet or more, to be too great and rapid for connections to be made between a barge and a landing, and recommended gridirons. The latter is an arrangement composed of a timber floor the size of the barge, supported on piles over which a barge is floated at high tide. As the tide runs out, the barge settles on the floor and remains in a position where the deck of the barge coincides with the wharf or loading platform until the next incoming tide when, if there has been time to load

the barge, which is unusual, it may be taken away and replaced by another. It was clear that this method would not only involve a serious loss of time and additional expense to the shippers, but that a large number of barges would be required and that it would lack the necessary flexibility and could not therefore compete with all rail movement. The gridiron plan was therefore rejected.

It was known that the Coast Line would be completed to Seattle and Tacoma during the summer of 1909 and immediate action was necessary if an arrangement to reach the tidal lumber mills was to be worked out and gotten ready for operation when the Coast Line should be completed. Just at this time (February, 1908) a steamboat trip was proposed to Port Prince Rupert and Queen Charlotte Islands. It was during this trip that President Earling spoke to me of his desire to reach the mills on tide water and of the disappointing report of the marine engineers in regard to the barge scheme; and outlined the importance of the proposition to the Milwaukee road. During the long trip northward and return through the so-called inner passage where there was nothing to look at (barring the sea gulls) except the bleak and barren hills on both sides of that narrow waterway, I frequented the pilot house, where the captain of the steamer was usually to be found and always a pilot. From them I obtained some information in regard to tides and currents in Puget Sound, but it was not until I happened to find in the pilot house, a book containing Pacific Coast tide tables for the year 1908, published by the United States government, which showed the exact minute of high and low tide at Port Townsend and other points, that I began to study the problem of handling cars on barges in Puget Sound. The tidal book disclosed to me a surprising fact, viz., that on the Pacific Coast the tide runs in for about six hours and runs out for a certain time, then stops and rises a short distance and then runs out to low

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tide. This action is very greatly accentuated in Puget Sound, due probably to the narrow waterway, numerous islands and bays and a generally complex configuration of the shore line. The variation described is called the "Sop," in the parlance of the local sea faring men, and it suggested the thought that we might, when it was occurring, avail ourselves of this prolonged period of comparatively slight tidal movement to unload and load barges. I was able to demonstrate this by means of a rough diagram of the "Tidal Movement." This diagram indicates that at 12:15 A. M., May 1st, 1908, the tide at Tacoma was ten feet above low water and that from 3:00 P. M., May 1st, to 8:30 A. M., May 2nd, 1908, a period of seventeen hours and thirty minutes, the height of the water changed but a few feet.

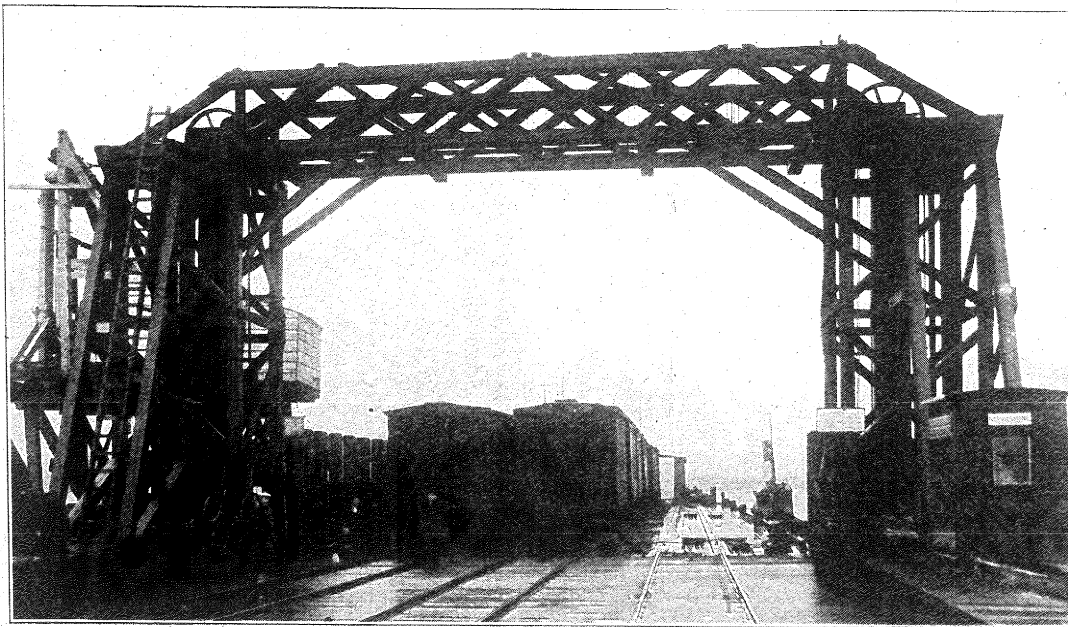
The demonstration so clearly showed the feasibility of the barge system that immediate preparation for its installation was begun.

A brief study of the methods of handling barges in New York harbor convinced me that our preliminary views were along right lines, and Mr. A. H. Dakin, Jr., of New York, an experienced engineer, was employed to design the barges and the landings.

The picture under the title "A Barge Landing," supported by chains carried to

windlasses from over the gallows frame, shows the design finally adopted. This design differs from the barge landings about New York harbor, where the apron or bridge connecting the landing and the barge is supported by a pontoon and rises and falls automatically with the tide, while those constructed by the Milwaukee Company, as shown in the picture, are supported by an overhead frame and are raised and lowered by windlasses to meet the tidal movement and dropped on the end of a barge when the loading or unloading is to take place. As the tide rises or falls the barge rises or falls and carries the bridge with it. In practice it has been found feasible to load or unload the barge at four feet above or four feet below the level of the landing, thus providing for a total tidal movement of eight feet.

The apron or bridge connecting the landings and barges about New York are generally 90 feet in length, and the first matter to be decided was the necessary length of the bridge to be used in the Puget Sound territory. To determine this point Mr. Dakin made thirty-six hundred separate complicated computations and platted the result in such a manner as to show the position of the tides at Tacoma for every hour of the year 1908. The result indicated that a bridge 75 feet long would meet all the requirements in Puget Sound, and that, at length



A Barge Landing

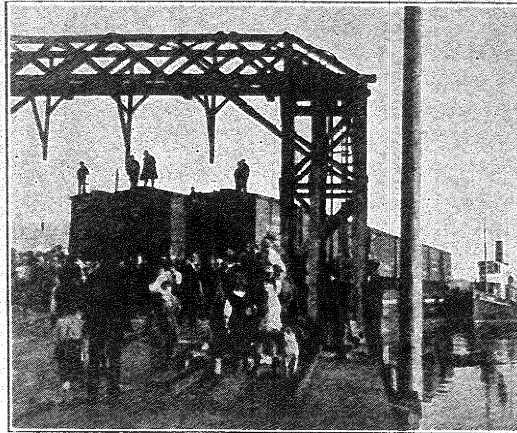
MILWAUKEE RAILWAY SYSTEM

was adopted. Every detail of the bridge and the landing was worked out by Mr. Dakin and drawings made for all the steel and iron parts, which were manufactured in the east. Mr. Dakin also designed the wooden parts, which were manufactured at Puget Sound mills.

After a good deal of investigation it was decided that the barges should be designed to carry 12 large, fully loaded box cars. Consideration necessarily had to be given to stability, and it was found that a barge 190 feet long and 42 feet wide having a hold depth of 12 feet would be required, and designs and specifications were made by Mr. Dakin on the basis of the above figures. Two of these barges were built by local boat builders at Eagle Harbor on Puget Sound, and two or three more have since been built on the same specifications and all are in actual and satisfactory service.

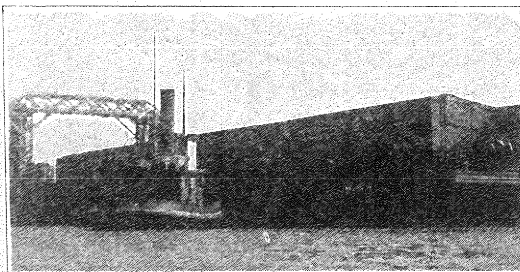
At Ballard I was confronted with a somewhat difficult situation. One of the large lumber mills and three shingle mills were so located that they could not be reached by any except a switching arrangement and two large lumber mills and eight shingle mills could not be reached except by some arrangement for moving cars other than by switch engine. The mills requiring switching were so located that there was not enough room between the harbor line and the Great Northern track to put in tracks which could be switched with a steam switch engine in the ordinary manner.

In looking about I found a practically defunct electric line which had a franchise on many of the streets of Ballard, but its rights were on the north side of the Great Northern and Northern Pacific, while our barge landing must be on the south side of those tracks. Talking my difficulties over with the owner of the electric line, he said, "I can help you, I think. I have the right to cross the Great



Arrival of First Loaded Barge at Ballard

Northern and Northern Pacific tracks at Main street." (We proposed to make our landing at this point, since called 15th street.) I frankly told him I thought he was mistaken, since it seemed improbable that an electric line could obtain the right to cross important steam lines at grade when the line of the electric road was to terminate a few feet beyond the crossing at tide water, but he produced from his office safe the original contracts covering these crossings and told in a very interesting way his negotiations with Mr. Hill for them. During my negotiations with the Electric Company for switching, the Seattle Electric Company, operating all the street car lines within the City of Seattle, suddenly purchased the Ballard Railway, and it looked as though our proposed switching arrangement would fall through, but, on presenting the matter to the late Jacob Furth, president of the Seattle Company, I was able to make a satisfactory arrangement for switching with electric locomotives furnished and handled by the Seattle Company. The tedious and long drawn out negotiations with the government for the occupancy of a portion of the waterway, outside of the harbor line, were finally completed; connection was made with the electric line and tracks requiring 50 degree curves were laid from the barge landing to the several mills. By prearrangement an electric locomotive was to meet the barge on arrival, on a convenient tide, take the number of empty cars required by the mills for the next day from the barge and switch the loads onto the barge which would then depart to other landings in Salmon Bay (Ballard). These switching movements, owing to the short distance

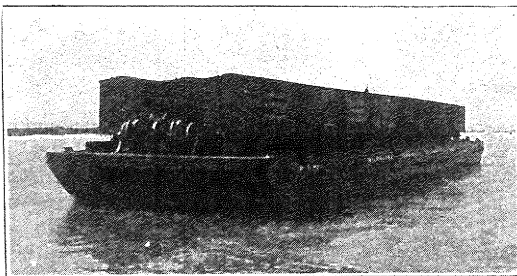


First Barge Leaving Seattle for Ballard

between the tracks of the Great Northern Railway and the barge, requiring sharp curvature, are necessarily slow, but do not usually require more than thirty minutes.

As before stated, two large saw mills at Ballard were located considerably above tide water, and 5 per cent grades, and in one case considerable curvature, were required to reach them, and as no locomotive—electric or steam—switching could be arranged, it was necessary to devise some other method. It occurred to me that if we could place a double drum hoisting engine on the barge and take steam from the tug which handled the barge, we might pull the cars into position by means of wire cable, one drum paying out the cable while the other took it up, reversing this motion as might be required. This plan was adopted.

Two tracks from the landing were constructed to each mill, one for loading, one for empties. In operation the empties are first taken from the barge and placed on the "empty" track; then the loads ready to go forward are placed on the barge and the empties taken from the "empty" track and placed on the loading track. Notwithstanding the five per cent grade and the cable handling, the ease and speed with which this switching is done is one of the most remarkable and interesting features of the entire installation. There has never been an accident in handling cars by cable. The double tram hoisting engine can be clearly seen in the picture of a "Loaded Barge Enroute."



Loaded Barge En Route

At the extreme west end of Ballard where are located eight shingle mills, cable handling was also necessary, but in this case the cars were only handled by cable to a connection with the Great Northern tracks, whence they were switched by Great Northern engines to the mills.

At Tacoma an entirely different situation was presented. There the mills are located for three miles along the shore of Commencement Bay west of the so-called "Old Town," and the situation presented but two principal problems; first, the finding of an economical right of way for a main track; and secondly, the placing of our tracks at each mill in exactly as good a position as those of our competitor. Since the mills were built with no thought of a second railway the second problem had to be worked out in a different manner at each mill and we had always to bear in mind that if it cost the shipper any greater amount to load Milwaukee cars than the cars of our competitor, our competitor would get the business.

The acquisition of a right of way for a main track seemed likely to be a serious matter; a high bluff extends along the entire three miles clear to the waters edge. At the foot of this bluff, notched in on a narrow shelf the Northern Pacific has a switching main track and the mills are all on the water side of this track and served from it. The tide flats, as the undeveloped water frontage is called, when along the front of a city are regarded as of very great potential value; some portions are owned by individuals or corporations; others are leased from the state and other portions are owned by the state, but it means pretty nearly covering their area with gold dollars if a purchase or lease is proposed. Studying a map of the City of Tacoma, I discovered that a street had been platted in tide water with numbered blocks and lots, all in due form, but reaching into tide water in some instances several hundred feet. It seemed quite unbelievable that the plat was legal, since the area was wholly within the state tidal lands, but investigation developed that under an early act the legislature had deeded the property to the city and that the city had platted in due and regular form. Here then was a city street giving us exactly the route we desired. An application to the city council procured the right, after some delay and anxious moments, to lay a main track and the necessary sidings in this street; a landing for barges was put in at the Terminal yard at Tacoma and another on the Tacoma water front; a main track was laid on a trestle from the Smelter at the west end of the harbor to the Old

Town mill directly in front of the City of Tacoma, a distance of a little over three miles; industry tracks were laid at each mill and the entire plant, including landings at Seattle and Ballard, together with two 12-car barges (one at Seattle and one at Tacoma) was put in operation July 19th, 1909, on the opening of the extension of the Milwaukee system to Puget Sound.

The barge system was incorporated in the State of Washington under a very broad charter in the name of "Milwaukee Terminal Railway." And as manufacturing and towns spring up on the shores of Puget Sound, the Milwaukee Co., by the mere construction of a landing, will be in position to serve them as they multiply, and this without roadway or track, and with no Maintenance of Way department. Additional landings have already been put in at Eagle Harbor and Port Blakeley, and land has been acquired for a landing at Bremerton, where is located one of the largest navy yards belonging to the United States Government.

It was freely predicted by those supposedly familiar with Puget Sound weather, that barges would be sunk during the sudden and high winds which occur there, but no trouble and very little delay has been occasioned by storms. The system proved so satisfactory that it was extended to Bellingham, 100 miles from Seattle, and as many as three barges tandem have been pulled between Seattle and Bellingham, notwithstanding the tidal movement and swift current North of Whidby Island. Within the past few months the service has been extended to Port Angeles, on the Straits of San Juan de Fuca, where one may see the waters rolling in unobstructedly from the Pacific Ocean.

Up to 1912 the towing of barges had been wholly under contract, but in that year the company built the fine steel tug "Milwaukee," eight hundred horsepower, which handles the barges between Seattle, Bellingham and Port Angeles.

Up to January 1, 1915, the barge system had carried twenty-three thousand three hundred and twenty-four loaded cars, without accident, representing freight earnings of upwards of four millions of dollars.

The Right Way to Create Employment

D. Gorman, Roadmaster, Mobridge, S. D.

When the company began building the Coast Extension, we started in as a body of strangers, although most of us were old employes from the various divisions. Our main object was to do everything in our power to build a fine railroad to the Pacific Coast and get it in operation as quickly as possible. Most of us worked day and night to accomplish this—building through rough country, bad lands, mountains and plains. Many thousands of men were employed in this task, and everyone was ambitious and eager to do his best toward hurrying forward the work, and the record set for railroad construction by this company has never been equalled.

When the company began to operate the road, there were many openings for engine and trainmen and firemen and brakemen were promoted as fast as they were capable of filling higher positions. In those days not one of us thought of laws or rules that would work a hardship on the railway company—and now, if we vote for a man whose purpose we know, is to make laws which will be burdensome to the railways, we are voting against our own interests. The railways are like people, if they have their hands and feet tied, they are unable to help themselves or anyone else. But if laws and rules are liberal, there will be expenditures and construction, and this will mean the employment of thousands of men, all the way from the mines from which come the ore, to the clerks and the president's office. And that is the legitimate and fair way to create employment.

The foregoing are a few thoughts we must consider if we want OUR COMPANY to be prosperous. So the thing to do, is to be the foundation to our company, just as we were when we started to build to the Pacific Coast.

Serious Indeed.

Lineman C. L. Turner of Malden fell from a telegraph pole one day last week and loosened the ligaments in his arm above the insulator.

Car Repairer Con Wolfroom, the Malden car repairer, while looking under a car last Wednesday, strained his back between the brake beam and knuckle pin.

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The Canal and the Coast

E. K. Garrison.

In all probability our Eastern representatives hear as much Panama Canal talk as we of the West, or rather the Coast, but, I doubt very much if they realize to what extent the water carriers are cutting into the rail business, as they have the opportunity of soliciting shipments destined Twin Cities, Omaha and Kansas City, as well as other points on the line and in fact as far west as Butte, Denver, Salt Lake, etc., where water competition does not interfere.

In the Coast Cities, however, conditions have changed very materially since the opening of the Canal, and while Seattle, Portland and other places on the Pacific North Coast are not affected as greatly as California, it is bad enough, and has promoted a lot of deep studying on the part of our Traffic Managers and the railroad fraternity in general.

There are two steamship companies with regularly established service between New York and the Coast. The American Hawaiian with a fleet of twenty-six steamers, and the Atlantic-Pacific (W. R. Grace & Co.) with five. All of the American-Hawaiian ships, however, do not call at this port, some of them terminating their run at San Francisco and the service of this company is also more frequent to Seattle than to Portland. The boats of the Atlantic-Pacific or Grace Line, all call at Portland as well as Seattle, their schedule being a ship every eighteen days, which in connection with four boats of the American-Hawaiian gives Portland a service of five ships per month, and each has averaged fifteen hundred tons freight for this city.

Most of the vessels of both companies are new, of ten thousand tons capacity, equipped for handling all classes of freight, including fruits and vegetables, for which refrigeration facilities have been supplied. The bulk of the cargoes so far has composed steel products, pipe, wire, nails, beams, tinplate, bars, etc. originating in the Pittsburgh territory, principally from the U. S. Steel Corpora-

tion, although each ship has a miscellaneous lot of commodities in addition.

During the first three months the Canal was in operation, August 15th to November 15th, the steamer lines handled approximately 270,000 tons of freight (exclusive of coal) to the Pacific Coast (13,500 min. cars) and it is estimated that the Steel Corporation has contributed 100,000 tons of their products since the opening of the big ditch.

The difference in rail and water rates on steel products averages \$6.00 per ton, hence we can appreciate the enormous tonnage and revenue the western railroads are losing through this source alone. Practically all commodities originating on the Atlantic Seaboard have been diverted from the rail lines; even the bulk of package freight is moving water; this is especially true with the big firms who receive large quantities of this class of freight, as the steamship lines allow the privilege of concentrating same on their docks, and although the shipments may be forwarded on different boats the carload rate is applied. This arrangement and the fact that the rail carriers have withdrawn their L. C. L. rates, has greatly increased the merchandise tonnage of the Steamer Lines, not only shipments originating at Seaboard, but Central Freight territory as well.

We run across occasional cases of carload shipments from points as far west as Milwaukee, Racine and Chicago, such as wagon springs, bath tubs, go-carts, etc., moving via New York and water, but this is not an every-day occurrence as there are but few commodities carrying rates high enough to permit of this and effect a saving.

The Canal has brought about many things detrimental to the western railroads. It is changing our commercial system and no doubt causing apprehension to some of the Middle West manufacturers as well as the railroads, as many of the Coast merchants are switching their purchases from the West to the Far East in order to take advantage of

the low water rates. This applies to our wholesale grocery houses especially, who formerly bought their canned corn, peas and other like products in Wisconsin, Iowa, etc., but who are now buying in Maine and other eastern territory that they may take advantage of the water rates and enable them to meet competition. Our contractors likewise use the water rates in basing their bids for building, etc., as do the merchants in placing bids for supplies.

Conditions have assumed a serious aspect from the railroad standpoint and most of our merchants appreciate same and would prefer to use the rail lines, realizing the important part the carriers play in the prosperity of the country, but it is a case of self-preservation, and they are forced to use the Canal route in order to be on a parity with their competitors—the saving in freight charges running as high as fifty per cent in many cases.

The rail lines in Central Freight Association territory represented on the Coast have adapted themselves to the situation, and are soliciting business via New York in connection with the water lines instead of through Chicago as formerly, and so far as their Coast business is concerned, the revenue in most cases is equal, if not greater, especially for such lines as the Pennsylvania, whose principal tonnage originates in the Central States; in fact what they have lost from Seaboard, is probably offset by business moving through New York from the Middle West, on which they previously got a short haul or none at all.

To give an idea as to how the west-bound business into Portland has fallen off will say that the total transcontinental shipments handled by all lines entering this city (five in number) have decreased fifty per cent during the past year. It is true all of this is not entirely chargeable to the Canal, as general conditions have been bad, but I dare say that under normal conditions the railroads will not handle any greater percentage of the total than they do now, in fact not as much, as the tendency of our merchants is to figure on water shipments, which condition will no doubt prevail until such time as the rail carriers can arrive at some rate adjustment.

As for Eastbound business, would state that the northern lines (which includes our Puget Sound extension) occupy a very fortunate position, due to the fact that lumber is by far the principal tonnage, and which is practically immune from water competition for the reason that a very small percentage of it moves to points east of Chicago. Lumber products carry a reasonably low rate and are attractive to the rail lines on account of the volume which moves, but the cost of handling this commodity will continue to increase until such time as we can regain our westbound tonnage, as the car supply for lumber loading will have to be hauled West empty. The trend of traffic on the entire Pacific Coast is Eastbound and under normal conditions, even before the opening of the Canal, our line alone was compelled to haul seventy-five empties West daily to take care of Eastbound loadings, hence it is readily seen that our operating expenses are continually increasing and our revenue correspondingly falling off.

Next in volume Eastbound is the fruit, principally apples, but most of this product is grown in the interior and marketed in the Middle West, which will insure the bulk of it moving all rail, although a few cars of New York and export apples have moved water.

The fish industry is also of considerable importance in this section, and while most of the salmon is canned, several hundred cars of fresh and pickled fish are annually shipped to the East or exported. The boat lines have been particularly active in their solicitation of the canned salmon, as it has many attractive features; it is heavy and compact, non-perishable, and moves in considerable volume at a season when other eastbound commodities are light. The water lines have handled this product for as low as 25c per cwt., from the coast to New York; this as against our rate of 70c, has resulted in their diverting at least sixty per cent of this tonnage, as the fish packers can use the water lines to New York and reship as far west as Pittsburgh and effect a very substantial saving in the rate.

The California railroads are not so fortunate as those of the Northwest, as the commodities shipped from that State

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are more diversified as well as much greater in volume and of a higher class from a rate standpoint; they are naturally very attractive to the water carriers, for which reason more frequent service is maintained and greater ship space assigned to those ports.

The situation to say the least is in a very complicated condition, and necessarily requires a lot of careful studying before any action is taken on the part of the rail carriers. To my mind the entire question of adjustment rests on one problem, which has to be solved before the railroads can make any move whatever, and that is the stability of the water rates; this can only be brought about by the Interstate Commerce Commission having jurisdiction over the steamship lines, the same as they now exercise over the railroads. The present arrangements are not only unjust to the rail lines, but to the shippers as well, as the water carriers have no published tariffs and it simply reverts to the old days of rebating, which is not satisfactory to the merchants, or the public in general.

If such a thing were possible, why not take Group "D" zone as a basis for future rate making; that is to say, make all rates start and terminate there and eliminate the postage stamp feature entirely from territory east of that zone. This action would not only have the effect of protecting our Middle West manufacturers, but would foster new industries

in that district and ultimately result in Chicago and adjacent territory becoming the greatest manufacturing center of this country. This would also enable the roads to make substantial reductions in the present rates, and still earn as much as they did formerly. For instance, supposing a fifty cent rate was established on Iron and Steel articles from Group "D" territory and other commodities correspondingly reduced; it would place the Middle West manufacturer on an equal basis with his competitor of the East and allow him to compete on coast business, which today he cannot do. As for the iron and steel articles, is it not reasonable to assume that the steel corporation would countenance the idea of supplying their western trade from their Gary and Waukegan plants, thereby enabling the carriers to regain the greater part of their lost tonnage, and restore their purchasing power, which is equally essential to them as to the railroads themselves, and in fact to the country in general.

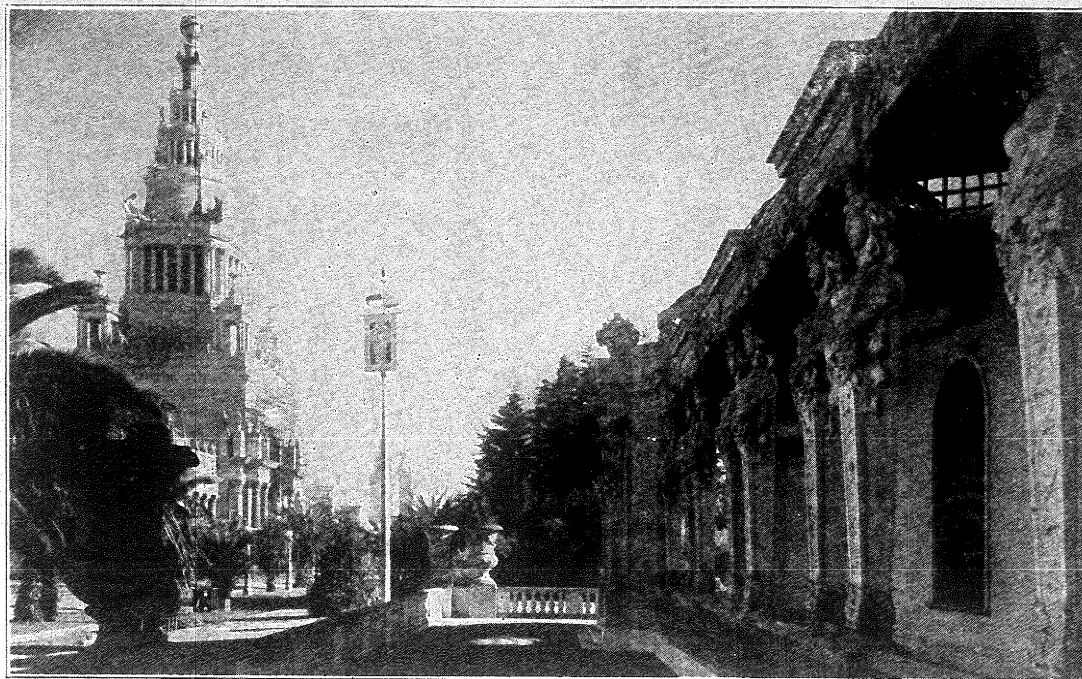
These ideas may be more theoretical than practical as such a vast change is contingent on many things, and requires a great deal of study, but no harm can come from expressing them and perhaps some good may result.

Engineer Guy Emerick and wife spent a couple of weeks in February visiting with relatives in Spirit Lake.

Engine Dispatcher J. E. Banyard has been off duty for a few days the latter part of February on account of sickness. He was relieved by Engineer Wesley Leonard.



Council Bluffs Round-House Force



The Tower of Jewels

The Panama-Pacific Exposition

On February 20, at 3 p. m., Washington time, but high noon in San Francisco, President Wilson pressed the key that swung wide the gates of the great Panama-Pacific Exposition—by all accounts the greatest, grandest and most beautiful of all international affairs of this character ever held.

Forty-one nations, and forty-three states and three territories of the United States, are taking part in the display which the President set in motion with the same gold nugget-studded key by which President Taft gave the opening signal for the Alaska-Yukon Exposition held in Seattle in 1909. The exhibits and the general scheme of arrangement and decoration is "the world in epitome," to quote Dr. Frederic J. V. Skiff, the director in chief. The opening day attendance far surpassed opening days at other expositions, the total number being something over 300,000. It was a great and glorious day for San Francisco. The city and California, too, may well be proud of this achievement. No one state ever before undertook two such expositions as are now in operation in the Golden State.

Secretary Lane, representing President Wilson, made the address of the day, and the finest and best point he made was this, indicating a group of statuary standing above the great triumphal arch at the entrance to the Court of Nations, he said:

"My eye is drawn to the least conspicuous figure of all—the modest figure of a man standing beside two oxen who look down upon the court of nations, when east and west come face to face.

"Towering above his gaunt figure is the canopy of his prairie schooner. Gay conquistadors ride beside him, and one must look hard to see this simple, plodding figure. Yet that man is to me the one hero of this day.

"Without him we would not be here. That slender, dauntless, plodding, modest figure is the American pioneer. To me he is far more. He is the adventuresome spirit of our restless race.

"The long journey of this slight, modest figure that stands beside the oxen is at an end. The waste places of the earth have been found. But adventure is not to end. Here in his house will be taught the gospel of an advancing democracy—strong, valiant, confident, conquering—upborne and typified by the independent spirit of the American pioneer."

It seems almost certain that the travel toward California this year will be unparalleled. Already the coast trains begin to feel the pressure and as the season advances, this will increase. Contrary to the generally accepted idea—California is most beautiful in summer and there are hundreds of delightful spots to visit in her mountains, which are not accessible in winter, because of the heavy snows in the High Sierras. Her coast is ideal all the year. Therefore, summer visitors to California have more of sight-seeing than the winter contingent,

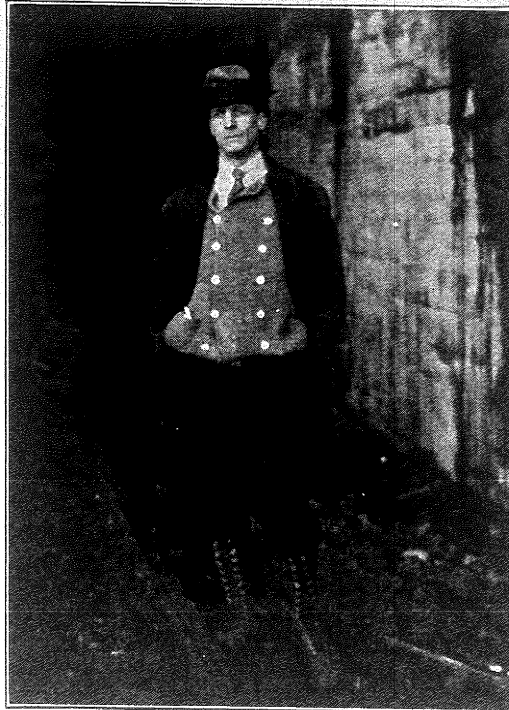
and they have even and moderate temperatures, as a rule. The central valleys are hot in midsummer, but the mountains and the seashore, and San Francisco, Los Angeles and San Diego never know extremes of heat any more than they know extremes of cold. In the prospective immense travel every employe should take a personal interest. If you hear of anyone who thinks of visiting the expositions, take pains to tell him about our northern route, "The Trail of the Olympian," and how easily he can make the circle trip, combining the visit to the expositions with the pleasures of travel in the Pacific north country.

The route between San Francisco and Seattle is appropriately styled "The Road of a Thousand Wonders," for all the way is wild and magnificent scenery, including fine views of Mount Shasta, Mount Hood, Mount St. Helens, Mount Adams, ending with our own Mount Rainier and Rainier National Park. Tell everyone you can "buttonhole" about this exceptional opportunity to visit a "snow mountain"—one whose frozen mantle never is laid aside, and whose white cap is as icy in August as in the winter time. Nearly fifteen thousand feet high is this mountain, and you can ride in a stage up its rugged slopes seven thousand feet, to the edge of the everlasting snow; and there on snowbanks that "are older than history" you can coast and toboggan and snowball, really "In the good old summer time." For even up at those heights there is a little brief summer—long enough to carpet the protected valleys and slopes with the most wonderful flowers found on any mountain in this country. There are more than four hundred varieties of Alpine flowers in these so-called "parks" of the mountain.

There are, moreover, countless beautiful and interesting spots to visit all about the Sound, while Seattle, Tacoma, Everett, the Grays Harbor cities and many other points reached by our line have exceptional summer attractions. Choose where you will, you can't go amiss, and it is the news of all this which we want everyone to get, because we want everyone to travel on our trains and to test the well-known "Milwaukee Service"—the best and most enjoyable of all. Our Passenger Department has much good literature concerning all points of interest, and will be glad to furnish same to any employe wishing to inform himself further on these questions.

John I. Horrocks.

Considerable space was devoted to the construction of the Snoqualmie Tunnel in the February issue of the Employees' Magazine. With the tunnel's greatness exploited, a brief portrayal of John I. Horrocks, the Engineer and Superintendent of this impor-



Horrocks on the Job

tant job, will be of interest to the readers of the "Milwaukee" Employees' Magazine.

Horrocks was born December 14, 1878, in Johnstown, Pa. He has been in the Engineering Department of the "Milwaukee Road" for ten years, starting with the company in 1905, in charge of construction of the Puget Sound Lines down the west slope of the Bitter Root Mountains to Avery. It was on this work, though he was under thirty years of age, that Horrocks made his reputation as a tunnel driver.

He also originated and carried to completion the scheme of filling the large timber trestles by sluicing material from the mountain sides.

It was while Mr. Horrocks was on the line in the Bitter Roots that the dreadful forest fires destroyed so much of the road across the mountains, and it was due largely to his initiative and energy that the line was so quickly placed in commission after this disastrous fire. All his work with the "Milwaukee" has had to do with big things demanding engineering achievement, and in an equal degree achievement in administration. Horrocks' mastery of these vital factors in his line of work has made him a man of bigness and value to the "Milwaukee Road."

Mrs. S. A. Kelley and daughter Gladys of Clive, Iowa, left the middle of last month for Chicago. Mrs. Kelley stopped off at Chicago to visit her sister, while Miss Gladys went on to Portage, Wis., to visit her sister Mrs. Ed Mantaufel.

A "Fish Story"

Chicago, On the River, Oct. 25, 1914.

Dear Lon:

I read a fancy fisherman's tale by "Sted" in the Employees' Magazine last summer and it sounded so good concluded to take a chance with the finny club. For an A No. 1 prevaricator permit me to recommend "Sted" for your humble consideration. Who ever told him he knew anything about tabloid preachments in rocks and Victor records in hasty waters? When it comes to panhandling the fish con, he is there in big numbers, like this: 000000000000

I have no inclination to knock his budding glories, but if he can discover any pleasure in damp clothes, doodle bugs, flies, mosquitoes, moist eats and a creel full of sunburned perch he will have to cross the Missouri state line and show your Uncle Dud.

Here is how it happened. I moseyed to a crib on Wabash where a plate glass window was backing a lot of guns, fish poles, kahki clothes, dip nets, tents, cooking machinery and a sixteen foot canoe, against my wallet. It was a dandy layout, so I walked in and placed myself in the hands of an obliging clerk as per "Sted's" advice. If that clerk gets six marks like me this year, he should be able to retire at the end of the season. Talk about the Swift family getting the farmers' cow's (are those apostrophies right?) hide, that clerk skinned my bank account until it resembled a snow sandwich in July. Do you know if "Sted" gets a comeback for all the easy ones he sends that joint?

Then I looked up a clever little busybody over on Clark street that they call a ticket clerk, and say, his line was stocked with fish. I have often wondered where that original pair of fish went when Noah closed his market. I am wise now, that ticket clerk ate them and they went to his brain. If the Booth people ever hear of that road they will buy up the whole thing, squeeze the water out and have fish enough to last until the next big flood.

Of course he landed me and the next night I was set down in the wilds of Wisconsin with an outfit big enough for a department store (State street size) and not a come on in sight but myself. Oh, the fishing game is ice cream and doughnuts, with the accent on the hole. Then one of those hardy sons of toil from the back settlements wandered down the platform and took a birdseye view of yours truly. You have read that old joke about the stranger being taken in? I am the original stranger, only it has never been proclaimed. By daylight he had me located on the shores of a virgin lake, at least I think it was, it should have been, but when it comes to the virgin subject I always take it for granted and ask Bess for the next dance. He let me eat

breakfast food with his wife and six kids, then I was ready for the hay and pounded my ear all day. As there seemed to be a ban on night fishing I took one of the six kids out strolling and tried to show her the Big Dipper. Say, "Sted" never mentioned the Dipper business in his story, and I never knew him to overlook a bet.

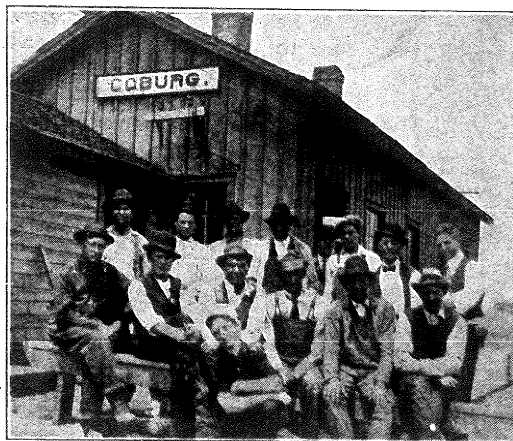
The next day we hit the moist spots on the lake, handcuffed ourselves to the fish poles and swatted lily pads until my nose was blistered and my hands cramped. Great sport, in nonpareil. I took a siesta after dinner and that evening looked for some more dippers, but the old man in the moon had crabbed the tinware and black clouds put me out of the running, while a lumberjack from San Souci Park copped my audience. I know he was from San Souci because he wore turned up pants.

For a whole week I bucked sunburn, blisters, bites and malaria, and when I got off at the station in Chicago, Max Delight wanted me to stand in front of his smoke shop for a sign; my best girl up on the North Side, Lake Front, three streets back, turned her dog on me when I called to exchange greetings and the clerk who sold me all that junk failed to recognize me when I called for a rebate. If you know of anyone who wants to buy a second-hand fishing outfit cheap send him to me. If "Sted" ever lights this side of Western avenue I will have him pinched for operating a confidence game. Me for the Turkish parlors and hot water, from now on when I feel the fishing fever coming on I will walk three doors east on South Water street and use my smeller. Did you speak of dignity? Forget it, I am writing history.

Yours with a grouch,

BILLIE JONES.

P. S.—Dick Wetherall was with me and said he had the time of his life. He is a bigger liar than "Sted." The next time you see "Sted" ask him about that dipper business, will you?



Day Foremen, Coburg Yards

Forty Years at Watertown, Wis.

George W. Webb, agent at Watertown, Wis., celebrated January 12 as his fortieth anniversary with the Milwaukee road, more than thirty-seven of which have been put in holding down the combination job of telegrapher, then agent and yardmaster, presiding over the operating and traffic details of the station at Watertown and Watertown Junction. The following, reprinted from the Watertown Daily Times, will be interesting to Mr. Webb's numberless friends on the railroad, and will be remindful of some episodes connected with the operation of railroads in Wisconsin in early days:

Peculiarly enough, it was through A. J. Earling, now president of the road, then train dispatcher of the division, that Mr. Webb got his first connection with the road. He was put at work "learning the key" and it was not long until he had mastered it, and was a full-fledged operator. For a couple of years Mr. Webb worked at various stations along the line, as far east as Milwaukee and as far west as La Crosse, finally being assigned to a regular "trick" at Watertown Junction.

"At that time the Chicago, Milwaukee & St. Paul Railroad was well named," said Mr. Webb, with a whimsical chuckle. And he pulled out a time table with a map and proceeded to trim down the big 10,000 mile system to what it was in those days. "North to Minneapolis, west to Glencoe on the H. & D. division and to Algona on the Prairie du Chien. That's about all to the north. And south, nothing but the Chicago division, just built. Never counted it up, but surely not more than a thousand miles," he added.

"Double track? Mercy no. We didn't know what double track was." Railroadng was not like that in those days, and Mr. Webb proceeded to enlighten. "Why, we didn't even have coal burner engines. They were wood burners. And so few of them that they bore names instead of numbers. We had thousands of cords of wood stacked over there," and he waved a direction over beyond the baggage room. "Many a day I have had my hands full of splinters from helping the enginemen load up the tenders.

"Of course we had no air brakes. When the train approached a station the whistle blew and brakemen and conductor turned out to set the hand brakes. The old pin and link system of coupling was used. It was almost an everyday occurrence for me to hold some brakie's hand while the doctor trimmed up a smashed finger or two.

"The old wooden coaches, too. Sure they were funny. But we thought they were fine, and we were mighty glad to have them. We only wished we had more. When we made up a train for a Sunday school excursion there were always as many box cars with board benches for seats as there were

coaches. And the box cars weren't like those we haul now. A ten-ton car was a big one. Twenty thousand pounds was the top load. Now these big steel gondolas and steel trussed box cars that carry from 80,000 to 100,000 pounds, even 110,000 pounds if we load ten per cent over nominal capacity as we are allowed to do, carry as much as half a dozen of those cars of the 70's.

"Train service? Oh, yes, we had two trains a day each way. And of course we had the Watertown 'scoot.' The local train which leaves here about 7 o'clock in the morning, returning at about the same time in the evening, has been running ever since I can remember. It's one of the institutions of the road."

It was while Mr. Webb was chief clerk that he, with other railroad men of that day, experienced what were some of the most strenuous days ever experienced in this part of the country. It was at the time of the big snow in '81. And the story developed when he was asked if there had ever been any breaks in the train service since he had been connected with the road.

"Yes, we've had trains pretty near every day, pretty near every day, I guess." There was a smile along with this, and it was easy to feel sure that there were some amusing incidents connected with the story he was about to tell.

"After it had snowed, and snowed, and then snowed some more, and the people of the city were still sitting at home waiting for it to stop snowing, we 'slipped one over on them.' I took one of the men from the office, and we waded up town and bought every snow shovel and scoop shovel and every pair of rubber boots in town. It caused a flurry in the local market which was not relieved until after trains began to run again, but we had to have them." It was pleasant reminiscence for Mr. Webb, and well told, so we both enjoyed a hearty laugh, one of many during the session.

"For three days we did nothing here except keep one engine alive. We kept it running back and forth on the track for a distance of a few rods in front of the depot. Steam was made from snow water, and we managed to dig the wood out from under the big drifts. Then we began to 'buck' the snow with all the engines at our command. We had no snow plow here, but we did the best we could and went as far each way as we could. After all the engine men in the city were worn out and could work no more I hunted up some retired men, and they took up the work. Then the big plows from Milwaukee broke through and the embargo was over."

Forty years is a long time to be on the job and still be good for many years more. But George W. Webb surely is good for many more years, and his friends and the patrons of the road as well hope that the record he has made will be insignificant alongside the record he will have made before he leaves the job to his successor.

MILWAUKEE RAILWAY SYSTEM

On the Old I. & D.

H. D. Brown.

Author of the "Old Elkader Line" and
"Beulah Land."

Away back in eighteen seventy-nine, I was a boy not yet twenty-one, I dropped into Sanborn, before the big snow storms begun.

It was some time along in November, I don't just remember the date, I went to work in the depot, helping to check up the freight.

The storms of the winter that year are remembered by some to this day, It began snowing along in October and scarcely let up until May.

Fred Harmon was running the depot and Andy Divine worked the key, Ole Olson, I think, was yard-master then at Sanborn on the old I. & D.

'Twas an awful winter to railroad, the snow lay thick on the ground, The yards were filled full of snow banks, 'twas a hard job getting around.

Out on the main line the cuts were all full, the men threw the snow way up high, When you stood on the track and gazed at the top it seemed to reach up to the sky.

All kinds of snow plows were brought into use but they failed to keep the snow back, A sixty-mile gale would come out of the north and soon have it back on the track.

John Hughes, John Byrnes and John Clancy were handling the engines, you see, They plowed up the snow east of Sanborn, you know, from the track of the old I. & D.

I'll never forget Frosty Olson, as he and I used to watch coal, Some of the boys will remember him yet, he was a jolly good soul.

We used to hang out in the old caboose while the wind just hammered the door As it shrieked and rattled the windows and drifted the snow more and more.

"No coal for sale," the company said, "for no matter how hard we strive We can't get enough for the stoves hereabout but must keep the engines alive."

The people just begged us for fuel and some got as mad as could be, 'Twas no easy task to keep them away from the coal of the old I. & D.

A third of a century has passed and gone, how I love to think of those days,

Tommy Comfort was firing out on the west end and so was my old friend Bill Hayes.

Geo. Bryant was braking, Mike Byrnes had a train, and so did Scott Derrick, too,

Tom Maxwell, Chas. Mathews and Ben Olson, these boys were each handling a crew,

Ed Morand, Dell Chase and Lew Farnum, Clancy Coleman and I think, Tommy Lane,

Tom Joyce, Gene Brainard and Frank Langhan were also each handling a train.

That same year, I believe, the life was snuffed out of my good old friend, Jim Fee,

It happened out there in the Sheldon yard on the track of the old I. & D.

Frosty Olson was then sent out with a train, he worked with all of his might,

He looked o'er the way bills and checked up the freight to see that all was done right.

His train was made up and ready to go, I remember him humming a tune,

How little we thought, as his train pulled out, that he'd be back so soon.

They pulled out of Sanborn about 10 p. m., now it may have been just a bit past,

The boys on behind heard the whistle for brakes and noticed they were running quite fast,

Frosty climbed out on top and started ahead to see what the trouble could be,

His body was picked up all mangled and bruised on the track of the old I. & D.

Kid Mowder, Jack Durgin and Dave Blackwood are a few of the boys I recall

Yes, I almost forgot old Tom Frazier, he was the grandpa of all.

Bill Woodman was handling the throttle, Hank George had the best job by far,

Mr. Sanborn was Superintendent and rode in his own private car.

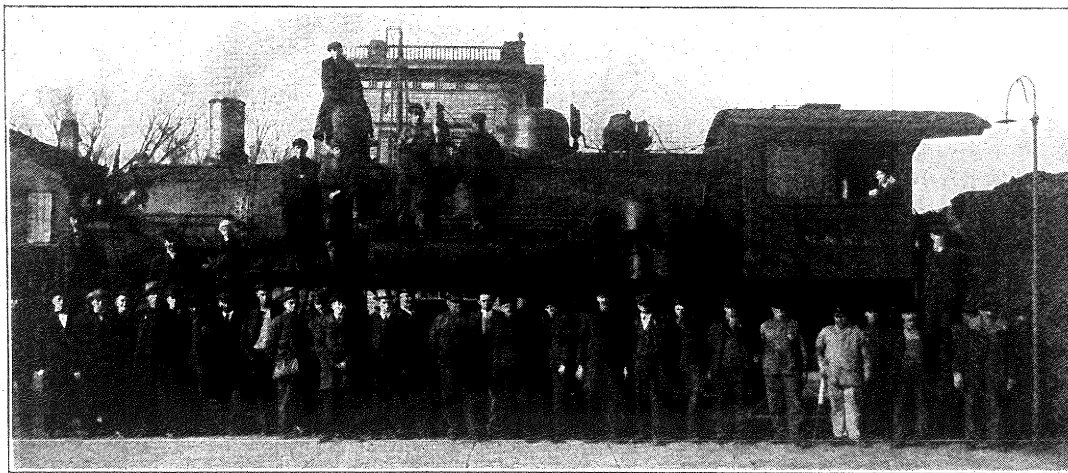
Ed Pennington was the Road Master. I remember him very well, too.

I sang for him "Down Among the Daisies" before he was head of the Soo.

Now boys, please don't feel offended if I've failed to make mention of thee,

But remember that thirty-two years have gone since I left the old I. & D.

—From the Register and Argus, Elkader, Iowa.



The Sparta Family

The above picture shows Engine 2451, standing in front of the Sparta, Wis., depot, with all but five of the Sparta family. This was as many of the Sparta family as could be got together at one time, and they represent all ages, from Engineer "Rube" Leach down to "Everybody's Helper" John Paul Jones, son of Operator William Jones, on the running

board and feeling just as proud of being eligible to this family photo as any of the older ones. One of the Sparta old faithfuls will be missed from this group—Baggageman Mert Sullivan. Mr. Sullivan, never having sat for a picture, was afraid to "chance" a group. He may appear later in the Magazine "all by his lones."

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Chief Clerk J. L. Franz and Office Force

The C. & C. B. Iowa Division

Geo. E. Waugh.

"Chicago and Council Bluffs Division in Iowa" is the unabridged designation of one of the most important revenue and traffic props on the "Milwaukee" system. But like important institutions and personages, it has a nickname and for the sake of brevity it is generally referred to as the "Bluffs Division." In some ways this name is a misnomer, for there are no "bluffs" working on the C. & C. B. Iowa, and what is more, it would be about the worst place on the railroad map for "bluffs" to seek employment. It is traditional on this division that the man who can deliver the quality and quantity of work demanded on the C. & C. B. has no fears for anything more difficult further up the line in the transportation business.

This division has been in a measure the high school of the system. It has had many graduates who have entered the university of bigger things. Observe some of the names on this list and the degrees held by officers of the company who have served here:

President A. J. Earling came to Marion in 1882 as the first superintendent of the C. & C. B. It was during Mr. Earling's administration on this division that the line was extended through to Omaha in July, 1882.

Vice-President H. B. Earling of Seattle also served here as superintendent; so did C. A. Goodnow, assistant to the president; the Fosters, J. H. and W. B., both general superintendents now, were on the C. & C. B. before general was added to their titles. J. T. Gillick, assistant general manager, and G. L. Whipple, superintendent of transportation, are also among the list of men who have graduated from the C. & C. B. school. Obviously the course here must be pretty thorough to turn out such an array of railroad talent.

The Bluffs Division in Iowa is the second largest on the system, with six hundred and fifteen miles of track. Of this, two hundred and eighty-seven miles is double tracked, giving the C. & C. B. the distinction of operating more miles of double track line than any other division.

From a traffic angle it has the heaviest train and ton mileage on the road. During the year 1914 the "Milwaukee" handled approximately sixty-five thousand cars of stock in the State of Iowa; of this it is estimated that seventy-five per cent was moved over the "Bluffs." Cattle, hogs and dressed meat, of course, represents the greatest ratio of the tonnage. The traffic is moved on time freight. No. 70 is a numeral with an occult meaning on this line. It is the solid meat train for the east, operated Tuesdays, Wednesdays and Thursdays. No. 70 is time freight of the most important kind. It is run in two and three sections. The schedules of these trains provide fifteen minutes leeway at Franklin Park, Ill., before they are whisked eastward on another fast freight. During the year 1914 the meat trains missed this connection seven times. It demands speed, accuracy and intelligence to put traffic over the road in that fashion, but these things are only part of the day's work with this efficient organization. West-bound, the C. & C. B. record even excels this enviable mark in the east. For Omaha during 1914, time freight arrived ninety-nine per cent on schedule time.

The through passenger trains operated over the Bluffs Division makes it a carrier of vital consequence. The California, Colorado and Oregon trains of the "Milwaukee Road" make connections with the Union Pacific railroad at the western terminus of this division, and as the trend of travel this

MILWAUKEE RAILWAY SYSTEM



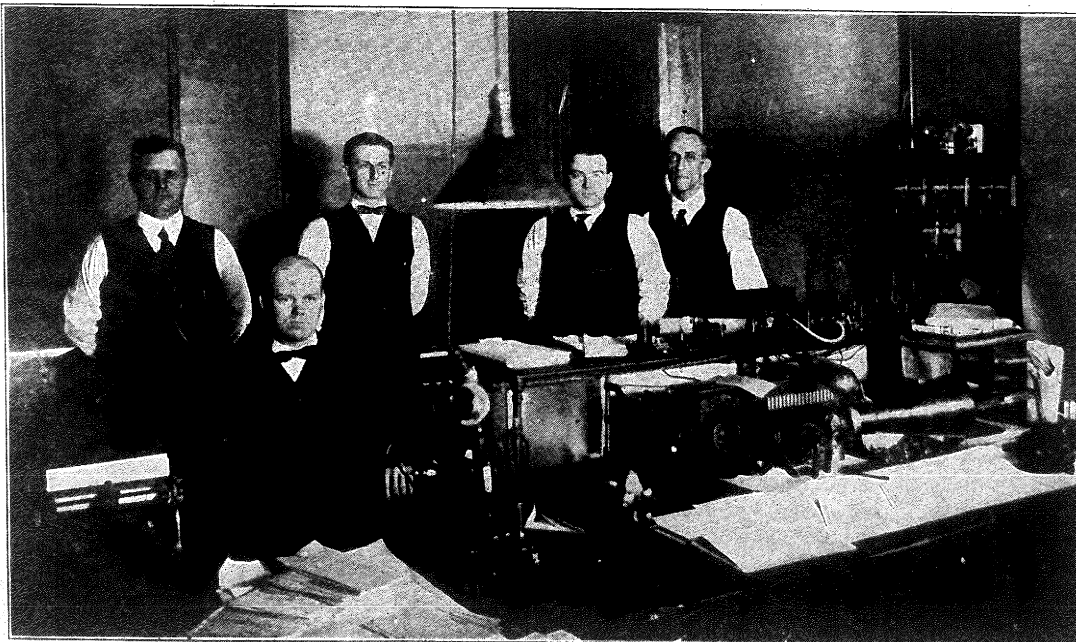
Superintendent C. H. Marshall

year will be to the west on account of the expositions, the volume will most likely be greater than ever before. "Let it come" is their attitude, "the more the merrier." It will be handled by a sturdy organization and hauled over the best and shortest line to the Pacific coast—via the Omaha gateway.

As we mentioned, this line was originally completed in 1882. In 1890, when C. A. Goodnow was Superintendent, it was practically rebuilt—the ties were replaced and new steel laid. From 1912 to 1914 the C. & C. B. was the scene of the most extensive and heavy railroad construction in the middle West. The line was double-tracked from Sabula to Manilla; grades were reduced; the roadbed reballasted

and all curves reduced to a minimum. It required great cuts and fills to accomplish this—nearly 16,000,000 cubic yards of earth were moved; 143,000 cubic yards of concrete masonry was put in; a 1,000-foot of rise and fall was eliminated; over 3,200 degrees of curvature was done away with; fifty-two grade crossings were eliminated, and the highways carried either over the line on viaducts, or under through subways. With this extensive and expensive revision work completed, the C. & C. B. Division boasts of one of the best transportation lines in operation.

Divisions, like persons, have their distinctive characteristics. On the Bluffs Division, this individuality is shaped in the personnel of the organization. The record of Superintendent C. H. Marshall is unique among the officers of the "Milwaukee Road." We find his history and the city of Marion, which is the Division headquarters, pretty closely interwoven. Marion is his birthplace. He started to work for the company here June 10, 1881. When Mr. Earling came here, the year following, he made young Marshall his Chief Clerk; in this capacity he continued under different Superintendents until 1906, when he was transferred to construction work on the Puget Sound extension. He remained on this big job long enough to witness the driving of the first and last spike on the C. M. & P. S. Line, which indicates that he kept in the thick of the most strenuous work. When the new line was turned over for operation, he was made Superintendent of the Columbia Division. In March, 1913, he returned as Superintendent in the town where he was born, where he started with the company and where he served as Mayor. With Mr. Marshall's many years of service, he is per-



Chief Dispatcher Turner and Force

sonally a man on the organization pulls hard for the Superintendent entire for that matter. It doesn't freight company men at the crews or—this spirit. It's a who want pleasurable. At Marion of L. A. T. Leamon, Train Dispatcher. He is one over the. The office Anderson. er. His a Peterman. J. J. Kind the office the Milwaukee a big cog tion.

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Trainmaster J. F. Anderson and the Perry Bunch

sonally acquainted with practically every man on the C. & C. B. Division. The organization represents a concrete unit that pulls hard for the "Milwaukee Road" and for the man who came back to them as Superintendent. The esprit de corps of the entire force is the fine, wholesome trait that manifests itself all over this division. It doesn't matter whether you talk with freight conductors in the yards, the shopmen at Perry and Marion, the passenger crews or on the locomotive with Ben Giles—this spirit exists; you feel it, you absorb it. It's a splendid tonic, too, for any man who wants to make his work high-class and pleasurable.

At Marion the Dispatcher force consists of L. A. Turner, Chief; J. T. Raymond, R. L. Leamon, F. W. Ray and H. C. Van Wormer, Train Dispatcher. The office of B. F. Hoehn, Train Master, is also located here. He is one of the old-timers, and men all over the system know "Ben."

The office at Perry is in charge of J. F. Anderson and J. M. Losey, Chief Dispatcher. His assistants are F. E. Jackson, T. C. Peterman, A. Jordan, A. J. Krohnke and J. J. Kindig. Miss Ruby Eckman, clerk in the office and Division correspondent on the Milwaukee Employees' Magazine, is also a big cog in this smooth-running organization.

Items from Kansas City Division.

Conductor Wm. Kelly, who has been off all winter on account of a broken leg, has fully recovered and will resume work soon.

Signs of spring are eagerly watched for by operating men in these parts. The past winter has been one of the most difficult ever experienced.

Conductor J. N. Brown on Train 61 observed a brake beam dragging on a passing train at Gault, flagged train and probably saved a serious derailment.

A. Doyle, foreman of the car department at

Ottumwa Jct., is overhauling his automobile preparatory to taking advantage of the early spring.

Engineers Levi Wright, A. J. Joss and F. W. Prior are laying off during the winter months.

Mr. August Daache of the bridge and building department has accepted the position in the superintendent's office formerly held by M. F. Washburn. Mr. Frank Luck of Chicago has succeeded Mr. Daache as chief carpenter's clerk.



Trainmaster B. F. Hoehn

Saving Money by the Use of Oxy-Acetylene Welders

W. O. Hiddlestone.

Apparently, there are no limits to the possibilities of the Oxy-Acetylene Welder and the title "MACHINE OF MIRACLES" is well applied to this necessary equipment for every progressive railroad shop.

The use of oxygen gas has developed so rapidly during the past few years that the physician, dentist and welder find it indispensable in their various uses. Purity of gas is all important, 2 per cent of impurity making a marked difference in the result of work achieved.

Oxygen gas may be made from chemicals heated in retorts; which at a certain temperature gives off this gas, which goes through scrubbers, and is stored in containers for commercial use. This gas averages from 85 to 90 per cent in purity. It is also made from air compressed to a liquid, the oxygen drawn off and stored in large containers.

This has associated with it from 2 to 8 per cent nitrogen, which nature uses in air to reduce the power of oxygen, nitrogen being a gas of deadening power, 1 per cent of which reduces the value of oxygen from 2 to 4 per cent. Oxygen gas is also made from pure water (H₂O) by the process of electrolysis, which makes the purest gas known to science, averaging over 99 per cent in purity and what is associated with oxygen by this process, is hydrogen, which in welding is a flammable gas of considerable power; so that for welding purposes, oxygen gas by this process averages fully 99½ per cent.

Acetylene gas is generated by a process of mixing carbide with water, the feeding mechanism of any acetylene generator being the vital part.

The accompanying photographs show the Vulcan Welder and Torches now in service at the Minneapolis Shops, which was furnished by the Northern Welding Company of Minneapolis. This outfit consists of one 50-pound acetylene generator, two 200-foot H. P. oxygen drums, one automatic acety-

lene regulator, two automatic oxygen regulators, 100 feet of H. P. acetylene hose, 100 feet of H. P. oxygen hose, two No. 3 Vulcan torches with nine tips, one style C cutting torch and one steel truck.

In describing the advantages and possibilities of the Oxy-Acetylene Welders, it is best to remove the possibility of enthusiastic exaggeration by adhering strictly to what has been and is being done right in our shops at Minneapolis every day. Carefully kept records show that, during a period of two weeks, beginning April 2, 1914, the outfit effected a saving in money of \$1,100.

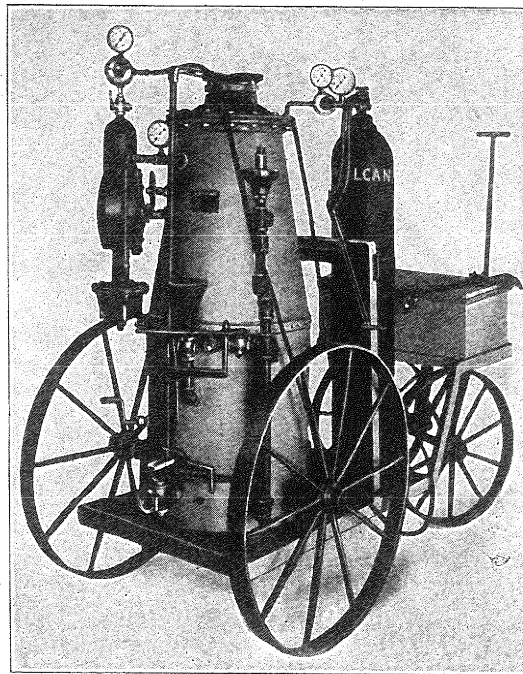
While the saving of money is the primary importance, yet it is not the only feature that lends value to its use in railroad shops. It is natural to suppose, and our records prove, that the saving is not entirely in the cost of material,

but that a very large per cent is covered in labor and labor is one of the large items of expense to a railroad.

There are instances throughout the country where locomotives have arrived at terminals with badly cracked firebox sheets or a broken frame that would have laid them up for several days to make repairs under the old methods. With the Oxy-Acetylene Welder, it has been possible to get the engines back in service with a delay of but a few hours.

A very good example of this was the case of an engine arriving at our roundhouse with a badly cracked flue sheet. Records of previous instances indicated that it would require forty-eight hours for a boiler-maker and helper to make repairs. With the welder, it was possible to make the repairs in six hours, with a saving of \$22.50.

About the first work done by our Oxy-Acetylene Welder was on a large gear wheel in the power coal shed at Minneapolis. The breaking of this gear wheel put the shed out of commission entirely and it was impossible to get another wheel west of Chi-

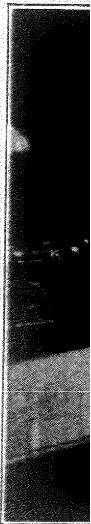


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cago. The cost of a new wheel is estimated at \$90. Including the machinist labor, with that of the welder operator, the cost of repairs, which were made in six hours' time, amounted to \$16.20, making a net saving of \$73.80. On another occasion, engine 506 came to Minneapolis with a cracked outside firebox sheet. Repairs were made in three hours' time, with a saving of \$5.85 in money and thirteen hours in time. This is an instance where the time saved amounted to more than the saving in money. An engine arrived at Minneapolis with one of the back cylinder heads cracked. The engine was badly needed, and not having a head in stock to replace it with, it was decided to weld the old head. A new cylinder head would cost about \$11.72, and repairs were made to the old head in one hour at a cost of 98 cents, making a saving of \$10.74, in addition to the time saved in getting a new head from Milwaukee.

The blacksmith forge has about 3,000 degrees Fahr., the brazing torch from 3,200 degrees to 3,500 degrees Fahr., and the oxy-hydrogen blow torch about 4,000 degrees Fahr. This latter flame is very useful in the cutting of metals, producing a smooth cut and affecting the metal but very little on each side of same. On the heaviest work known, including armor plate in battleships, oxy-hydrogen cutting is very satisfactory. Acetylene gas has such marvelous powers that for welding and cutting, the oxy-acetylene flame produces results unknown before the use of these two gases. Oxygen and acetylene, properly united, produce a flame of 6,300 degrees Fahr.

Iron, steel, copper, brass, aluminum, gold, silver or platinum, in fact practically all metals and many other materials in almost any form or state melt in the shortest time by the use of this wonderful flame.

In cutting concrete, glass and many other substances yield readily to this new power. The uses of this torch flame are so many

and varied that it is now practical in every town where there is a blacksmith or garage for all kinds of broken castings, etc., as well as in the large manufacturing plants wherever any kind of metal is used to weld and cut new parts a great deal cheaper and in much less time than by the former process. Large shipyards, railroad shops, machine shops, foundries as well as the many plants of medium and smaller sizes all find this powerful flame indispensable for general repair work. As before stated, the OXY-ACETYLENE OUTFIT has well earned the title "MACHINE OF MIRACLES."

The success of oxy-acetylene welding depends on—

1st. The type of machine. There are a number of efficient machines, the one in use at Minneapolis being furnished by the Northern Welding Company. A second outfit has just been received for the Car Dept. and will go in service within the next day or two.

2nd. To get the best results, the entire shop should be piped from a central station with connections located at convenient intervals to enable the operator to attach hose and burner at any part of the shop where there is work for the outfit.

3rd. The employment of competent operators enters largely into the success of the machine.

4th. The intelligence of the various foremen in selecting work for the welder that will produce the greatest saving in money and time is another factor entering into the success of the machine.

A plant like our Minneapolis shops should be piped throughout the machine and boiler shops as well as several stalls in the roundhouse together with three portable machines to take care of the Car Dept. repair tracks and shops, also to take care of the emergency work at the outside points in the district. In lieu of having the shop piped, we should have at least four portable outfits, not to take care of any accumulation of work, but to take care of the work that comes to us from day to day.



General Foreman Joseph Opie's Office, Austin, Minn.



W. J. Keeley

Assistant General Freight and Passenger Agent Now.

Now that he is A. G. F. & P. A. I wonder if we shall have to stop calling him "Billie" Keeley. Effective Jan. 1, Mr. W. J. Keeley, division freight and passenger agent at Miles City, was appointed to the position of assistant general freight and passenger agent, with headquarters at Butte. "Billie," as he is known far and wide, is one of the most popular traffic officials on the system, and there's not a man on the railroad between Mobridge and Puget Sound, but joins the Magazine in offering congratulations. Mr. Keeley is (for his years) an old-timer, having entered the service of the Milwaukee in 1889 as clerk in the tariff department in the old Mitchell building in Milwaukee. After various moves up the ladder Mr. Keeley cast his lot in with the C., M. & P. S. in 1908 and went out into the big state of Montana to win his spurs. "Billie" possesses the qualities most necessary to make friends for a new railroad, and that he succeeded in that task is evidenced by his progress from traveling freight and passenger agent in 1908 to his present position in 1915. When he was leaving Miles City, he was given a farewell dinner by the business men of that town, who offered their congratulations very largely mingled with regret that Mr. Keeley's gain was most emphatically Miles City's loss, but wishing him God speed and deriving what comfort they could from the fact that it was not such "a long way to go" to Butte.

Mr. J. J. Foley was appointed traveling freight and passenger agent at Miles City, and other changes were: The transfer of Mr. E. D. Earling from Miles City to Butte; Mr. J. P. O'Donnell, formerly chief clerk for Mr. Keeley at Miles City, transferred to Butte as rate clerk, and the appointment of Mr. D. McGheen, commercial agent at Butte and Anaconda.

The Bowling Season Is On.

Minneapolis is noted for its teamwork, and for its prowess in sports, as well. The employees of the Engineering Department there engaged their comrades on the Depression Work, in a bowling contest, with results not altogether in line with the expectations of the first named. The Engineers fared forth to battle with the bird of victory straining at its leash. No one has told the Magazine how the Engineers came back, but the bird got back in the condition of that Polly, who after an engagement with a 'brute beast,' sadly sighed:

'Polly you talk too much.' Following is the score:

Milwaukee Eng.—				Milw. Depression—			
Prescott	170	109	96	Berger	133	170	134
Helle	168	163	162	Sloane	119	156	119
Polzfuss	137	152	102	Jones	214	155	120
Russell	130	151	109	Rudd	162	163	150
Woodbury	154	113	136	Keatley	172	180	153
759 688 605				800 824 676			

Total pins, 2,052.

Total pins, 2,300.

On the evening of February 5th a match game was held at Bensinger's Alleys, between the Galewoods and the Fullerton Avenues. The speed of the Galewood boys was too much for the Fullerton Avenues, and they went down, fighting gallantly. Although Hanke held the Galewood boys back with only a 142 average they were ably assisted by Mathern's 212 flat.

Following are the team scores: Galewood, 2,415; Fullerton Avenue, 2,364. Galewood issues a challenge to any team on the Milwaukee. Address Hanke, Galewood.

Preventing Claims by Improved Method of Loading Sacked Freight.

Attention Agents C., M. & St. P. Ry.

I am giving you below the result of a systematic way of loading sack flour, meal and other commodities put up in sacks, which will avoid claims for soiled and soaked sacks and show how the sacks are loaded, practically bracing themselves so they will be carried with but little shifting or jarring.

This method is used at the large mills in the Twin Cities, at Davenport and a few other points, but if the practice is followed generally over our system, it will result in a saving in amount of damage claims as well as to the credit of shippers who like to have their goods arrive at destination in good shape. Try it out and have shippers co-operate with you.

First see that the cars are as clean as possible and do not load flour in cars which have been perviously used for freight that would damage the sacks or cause them to absorb strong odors; that all nails and spikes are either drawn out or driven in, that there are no protruding bolts or sharp edges to tear the sacks, using paper or padding where it will make a smooth surface, and never furnish a car with a leaky roof.

IN LOADING THE SACKS START AT ONE END OF THE CAR AND LOAD SACKS LENGTHWISE FROM THE END UNTIL THERE IS A SPACE LEFT BETWEEN THE DOOR POST AND LAST TIER OF SACKS SO AS TO PERMIT ONE TIER TO BE LOADED AND PILED CROSSWISE. THEN LOAD THE OTHER END OF THE CAR IN SAME MANNER. IN THE SPACE LEFT IN THE DOORWAY, LOAD THE FIRST TIER ON EDGE CROSSWISE, LEAVING NO CHANCE FOR PLAY BETWEEN THE SACKS AND PILE THEM ABOUT EIGHT INCHES FROM THE DOOR POST TO PREVENT THEIR BEING TORN. PILE THE SECOND TIER A FEW INCHES FROM THE END OF THE BOTTOM TIER AND ACROSS SAME. AND SEE THAT SACKS LEAN TOWARD THE CENTER OF THE CAR SLIGHTLY; PILE BALANCE OF SACKS ALTERNATELY IN THE SAME MANNER UNTIL THE LOADING IS FINISHED.

In this way we will have a very solid, compact load which will avoid many of the claims now presented, as there will be very little chance for the sacks to shift about.

G. E. SIMPSON,
Gen. Supervisor Transp.

Mr. Haynes Recovering.

General Passenger Agent Geo. B. Haynes is recovering nicely from an operation which, it is confidently expected, will fully restore his health.

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Smiles

Don't Leave Him Long in Doubt.

Dear Mr. Hibbard: Do you think that you could find some way to let me see that Fair this year, by San Francisco Bay? Of course I do not mean that you should certify the bills, nor send me in a special car, sans valet and sans frills; but somehow now the thought bobs up that maybe you and I could hit upon some compromise, 'twould help to get me by. We'll say, for instance, if you could, in some sane legal form, fix up the transportation end, I'd not feel so folorn; and maybe also you could find some steamer line you know, to take me from Seattle down to where they held the show. I surely would appreciate such favors, few and small, I really could not ask for more—'twould be unseemly gall. I'd like to ride across the land on your Olympic train—the train of steel that trails on steel—it sure would ease my brain to know each revolution of each little wheel beneath was blazoned with the symbol, "Safety First." I would request a further favor for a berth—those wider, longer kind, they've made your road a synonym for sleep and joy combined. I know that each conductor with his ever willing crew would show me all attention and they'd see me safely through. I'd like a route detailed like this if you can pull it through, the starting point Chicago, some bright morn, now wouldn't you? We'd strike up through old Illinois across Wisconsin's line, and there we'd eat our breakfast while the sun was full of shine; away across the Badger state we'd speed on safe and true to where the Mississippi amputates the states in two; we'd glide through Minnesota in luxurious form and ease, while the ever faithful porter would be there to do and please; on up through the Dakotas where the wind is wild and rare; across the old Montana plains with Rocky Mountain air. It certainly would be a treat to travel by your line if one had only some wherewith, and a little extra time. Across the state of Idaho where towering mountains frown, a drop down into Washington, the picture will not down; with one grand rush across the state, we'd hit old Puget Sound, and hearken for the steamer's blast that sounds when outward bound. Oh it would be a glorious trip if you could fix me out so I could see that Fair this year. Don't leave me long in doubt.

Wants to Know If Is Law

Honorable direction of
Chicago, Milwaukee & St. Paul R. Y. Company.

I wish to know if is law about that. I was working here in the your railway business. Three (3) days gone the Mr. foreman say to me to give him five dollars of month poll tax for to buy new car five horses power. Well did i say to him what I have got money for such poll tax and he say to me if not give to me five dollars of month to morrow to come out i to work and for always and he give to me the my time check for quit from the work. I know what the company send gas in every one section for burning the cars to use and he the gas sell out of people and all times i bought gas from him and the last time i bought gas from the store and he make angry against me i never saw such business in the my life. Honorable direction how are you thought that business. Today is pay day and i took my pay and i go away to Kansas City and i will wait the your reply for to let me know at the address down below.

Thinks Spring Is Here

Mr. O. J. Franklin, Roadmaster,
Janesville, Wis.

Dear Sir: We think spring's here and will start to work again with you. So we have been waiting for a reporting like that to now.

If there's any thing like that please let us know by a letter or you will come to Milwaukee so we will talk about.

If you are planning to come to Milwaukee, you are welcome, and find me first directly.

Your faithful servant,

AMHOF ARDENHOFF.

Plainly an Invention of the Devil.

The following bit from the archives of Pennsylvania is clipped from a Bellingham, Wash., paper, concerning a request of a literary society at Lancaster, Pa. for the use of a schoolhouse for the purpose of debating the question: "Are Railroads Practical?" The request was written in 1829. The school board answered: "If the society wants the schoolhouse to debate some decent, moral question, we should cheerfully give the use of it, but such a thing as a railroad is wicked as well as absurd. If God had wanted human beings to travel at the fearful rate of seven miles an hour, He would have clearly foretold it; but since nothing is said about it in His Holy Writ, it is plainly an invention of the devil to lead immoral souls to hell. Hence we must refuse the use of the schoolhouse."

Marengo Janry 1, 1915.

Mr. Sted. Perunal.

Yur storie i been rede in emploie magazine. Been goode emploie me 4 yeres. Section 25 mister Cornish formen. I goe with girle here nice Spokane girle. she say lov me she. can yu tele how me tele girle me luv.

NICK KOSTALL.

Dear Nick: I sincerely appreciate your implied compliment and it pleases me greatly to be able to aid you. Love is a serious matter. A state of feeling that is not governed by the sun, moon or stars. It is stronger than horse radish and weaker than grape juice. Personally I do not know much about love but my side kicker DeLeo is a lover from away back yonder, in fact he was the first man to introduce love north of the Arctic circle. Some sour doughs up that way say it was a frost but there may have been personal reasons for such sentiments. I referred your tender missive to DeL and he advises there is no closed season on love in the state of Washington. Laura Lean Jibbey and Rullian Lisle to the contrary, so you see you are in no danger of getting pinched by the game warden. DeL also says to tell you he will be over that way some day next week but did not say what for. In the meantime get in touch with Agent Mason at Ewan, he should be able to disclose many secrets that would help you out in this delicate matter. Am sorry cannot advise anything more definite but you must remember I have not met the fortunate young lady.

Yours truly,

MISTER STED.

P. S.—If you could secure the job as janitor in Supt's office you would be in a position to secure first aid lessons in love.

Des Moines Division Rule No. 10 can at this time certainly be eliminated from the rules and regulations for the government of employees of the Des Moines Division, as Des Moines went dry at 6 p. m. Monday, February 15th. The old saying of the governor of North Carolina to the governor of South Carolina is indeed a very true one here right now.

At Home

Anna M. Scott, Editor.

Fashions in New York

Ethel Kapy.

Dear Editor:

Well, here I am at last in the Big City—the city that was built around Fifth avenue—the avenue that was made for the purpose of showing off the most fascinating of shops. I have walked up and down it until I dropped—I have ridden up and down it on the top of the motor buses until I have used up all my dimes, but all the time I have had my promise to you just behind my eyes.

The first thing I took up was the suit question, and there were many, many answers. The styles this year are very simple, plain lines and just the merest suggestion of trimming. The skirts are all circular and very full, some so very full that they fold over all around the feet. Really they look awfully nice after the hobble siege we have gone through. Some of the skirts are on small circular yokes, but the majority are perfectly plain and made with a high waist line. Some of the newest have two little pockets, one on each side of the front gore. That is a step toward the vote. The coats are made some with the regular tailored notch collar and some with a tight military collar, buttoned from the waist line to the chin with the big round buttons. The waist line is quite high and the bottom of the coat put on like a circular flounce to match the skirt.

The colors are all neutral, the influence of the war, I suppose. Pongee and covert cloth take the lead, with black and white checks a close second. Being pongee color myself, I wisely chose a lovely dark blue that has all the ear-marks of New York, wide skirt, high waist line, pockets and all.

The separate white skirts for summer are most attractive. Washable corduroy and cotton gaberdine seem to be the favorites. They, too, are made circular and absolutely plain. To be in style this year, you have to have everything made just as simply and plainly as possible. I bought some lovely white corduroy for 75 cents a yard and for \$2.50 I accomplish a skirt that was marked \$20 in all the shops. This is the year when the poor working girl shines.

I had such a treat the other day. I was asked to go to a fashion auction at the Waldorf. Louise Dressler did the auctioneering and her models were girls from the different theatres. They had some of the loveliest gowns that had been donated and they went for a price that simply made you weep. One \$200 evening dress by Hickson went for \$28. Wasn't that a crime? It was made of some very soft white silk, maybe liberty satin, and

again so plain that you wondered why you hadn't thought of it yourself. The skirt was made with a wide hem and two wide tucks, and then quite frankly gathered all around onto a high waist line. The waist was mid-Victorian, little tiny caps for sleeves and quite a low round neck, finished off with a frill. The waist line was finished with a piece of black velvet ribbon and a few rosebuds, and some were around the neck and sleeves, and voila—your \$200 gown from the most fashionable tailor in New York. Really, if you are clever at sewing you could make the whole thing for \$10, and perhaps you could buy a label. I think that is worth \$190.

I had the greatest treat the other night. I was taken to the opera to see Madame Sans-Gene with Farrar and Amato. I can't tell you how I enjoyed it, the opera, the Metropolitan Opera House itself, the people, everything. The audience was most beautifully dressed, but the lack of clothes sometimes was rather astonishing. Again the keynote was simplicity. The best dressed women there had their hair wrapped tightly around their heads without the sign of an ornament or jewelled hair pin. They were without jewels entirely, or if any were worn just a strand of pearls. As for the rest of the costume, when there was enough to describe it was generally white or a new shade, Delaware peach, a soft pinkish old rose. Piping Rock grey is another most fashionable color. But you would simply die with envy if you could see the wonderful evening wraps—just like fairy tales.

All of the new waists that I saw were made with high collars and long sleeves. One of the most stunning was made of white pique with a narrow crepe stripe. The collar was cut in one piece with the waist and looked rather like an Easter lily. It was buttoned from top to bottom down one side of the front with large balls made of the pique and the same buttons were used up the side of the long tight sleeves. I certainly did want that waist, but it was priced \$10.50, so I very carefully let it stay just where it was. Still, I do think it would be worth sitting up all the way home, for the joy of possession.

The hats are all very small and black or pongee color, and you have no idea how cheap. You can get hats on Fifth avenue for \$5.00 that you couldn't get at home for less than \$15 or \$20, and the style of them—the trimming on just at the right angle, and a saucy little lemon hanging over one eye. This year the shape is long and narrow, and if you have any hair at all, it is a proposition to know how to get them on. You have to be a la Mrs. Vernon Castle and wear your

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hair bobbed. You see quite a number of girls with their hair cut that way, which really looks terribly silly. Still, there is no telling to what lengths we will go if it is the fashion.

I could keep on, like the brook, forever, but I know you are tired. I wish you were here with me and I would take you to the most charming little French restaurant where you have to speak French to the waitresses and where they have the best French bread I have ever eaten in my life. Then I would take you to a little tea room where the tea looks like amber and the hot toasted English muffins fairly melt in your mouth. Of if you would rather, we would go to a lunch room where you pick out your fish in a tank and have it cooked according to your own ideas. I am afraid you will think I am a perfect gourmand, so I shall say good-bye in a hurry.

Anent the circular skirt, let the editor give you a word of warning uttered by a fashionable and exclusive dressmaker, whose word with her clientele is law. She said: "In spite of the vogue of the circular skirt many of our women must beware of it. Let no short woman, especially one who is inclined to flesh, think she can wear a circular skirt, and be fashionably gowned. The semi-circular, or the straight skirt with a few pleats let in, are the skirts for her." She followed up this pronouncement with the explanation that the circular skirt, to be pretty, attractive and to fulfill its mission, must ripple around the lower edge. Now, on a short woman, with hips, it has to set out a way before it starts downward, and before it regains its gracefulness and begins to ripple nicely it has reached the ground. Hence it flares out like a lampshade and loses its "tone." Our New York correspondent of course had the New York women who promenade Fifth avenue and who are the best dressed women in the world, as models. On them the circular skirt or any other kind of a skirt would have "style." But New York women look carefully to keeping their figures and at the first indication of "accumulating flesh" they are rolling or performing some other of the prescribed stunts for reducing. All except dieting. Who ever heard of such as thing as dieting in New York—the city of cafes and big eats every hour from noon to dawn.

Spring Time.

This is the month to plan your garden, and if you are going to have plants or vegetables which require transplanting, better fix your box in the sunny kitchen window and plant the seeds. They'll get a good start and be fine and hardy when they are to be reset. Even if you have only a back porch, you can have a few growing things, and something green and blooming is such a humanizing element in city life. "The kiddies," too, like to have the flowers and they will watch the tiny plants and eagerly look for the first sprouts. Oh, by all means,

get the boxes ready now, and begin to think that "the good old summer time" is not far off.

Good Things to Eat.

Oat Meal Drop Cakes.—One cup sugar, one cup lard, one-half teaspoon soda in six tablespoons sour milk; one teaspoon cloves, one teaspoon cinnamon, two cups oat meal, two cups flour, one cup seeded raisins and two-thirds of a cup of nut meats. Drop on buttered paper and bake about half an hour.

Scalloped Apples.—Six sour apples, two cups bread crumbs, two tablespoons molasses and one-half cup of hot water. Pare and slice the apples. Into a buttered baking dish put a layer of crumbs, then a layer of apples, then a layer of crumbs, having the top layer of the crumbs. Add the hot water to the molasses and pour over the pudding. Bake twenty minutes. Serve with hard sauce.

New England Hash.—One pint cold boiled corned beef, chopped fine, one cup carrots, one pint cold boiled cabbage, one pint cold potatoes and one-half cup turnips. Chop all separately and very fine. Cook one tablespoon of butter and one of flour together until smooth; add one cup tomato juice and a dash of onion juice; pepper and salt to taste. Mix meat and vegetables together and turn into well greased pan, put layer of bread crumbs on top and dot with butter. Cover and bake twenty minutes. Remove cover and brown. Serve with horse radish or tomato catsup.

(Having tried the above, I know it is good, but I am sure it is misnamed, for I don't believe it ever came out of New England.—Editor's Note.)



Master Raymond D. Glover, Son of C. & M.
Division Conductor Mike Glover

Stedograms

"Our language is beyond my ken,"

Complained old Mr. Hutch.

"For I know that the closest men

Are those I cannot touch."

—Cincinnati Enquirer.

I've often marveled, too, at this,

It happens right along,

That many a mortal's weakness is

For liquids that are strong.

—Detroit Free Press.

Another funny thing is this,

Which causes many thrills,

The men who lead the fastest lives

Are slowest paying bills.

—Spokesman-Review.

Another rhyme in paradox

With jest to dress the whim—

Whene'er one takes his dinner out,

He also takes it in.

—Sted.

Railroad Men I Have Met.

Once upon a time there was a species of humanity called tourist; sub-species: hoboe. Range: Where mooching was easy. Habitat: Limits of range. He had overstayed a drunken limit in a liberal town and at the suggestion of the village constabulary was counting ties to the next precinct west. Evidently he was trying to follow Horace Greely's advice but if it had not been for the rails on each side his trail would have resembled the tracks of a centipede trying to walk the equator. Either the pace of the last bailiwick was too swift or the space between the ties was too great; at any rate he became sleepy and weary and they called him Willie. When he had arrived at this point in his peregrinations he became drowsy and looked around for a place to snooze and as his present whereabouts appeared as pleasant as any within view he slumped down in the middle of the railroad track and was soon asleep. No doubt he was a disciple of Sancho Panza and in this public manner advertised his belief. About 1 a. m. with a full moon shining bright, a fifty car drag came drifting down the main line. The engineer was vigilant enough to see the huddled form between the rails in time to slap on the air but not before the pilot had rolled the hoboe under. Instantly visions of an Interstate Commerce investigation and the deliberations of a county coroner flashed in mind and the engine crew and head brakeman rushed ahead and pulled him out from under. No, he wasn't killed. When they pulled him out and rolled him over he rose up and stutteringly remarked: "You big stiff, if you don't quit walking over my head I'll get up and beat your slats in." Or words to that effect.

Moral Self control is a big asset when one does not know where he is at.

According to Material Clerk A. A. DeLeo, who spent a recent Sunday in Spokane with chief clerks J. T. Sleavin and Herb Foster, a grievance committee composed of the above employees, augmented by Walt Swift and Fred Clark, was instituted and it was voted to take some decisive action against the person of one named "Sted." It seems according to the minutes of Secretary DeLeo that "Sted" is accused of writing the truth at various times and places. After a heated discussion Mr. Swift dug up a parliamentary decision that reads: "The truth is mighty and must be suppressed." The news on going to press is that the whole as a committee, is searching all the Spokane department stores trying to buy cheap a second hand suppression as they consider that is about "Sted's" class. Not being personally concerned we await developments with patience.

We contemplate spending some hard-earned coin when the spring time comes, gentle An-

nie, for an automobile. Demonstrators please keep outside the grass limits. Before adopting this momentous decision we had Mr. Wiltrout give us a mail course teachology on automobile jockeying. It is almost (not quite) unnecessary to state that Mr. Wiltrout stands in the front row as an automobile veterinary having recently graduated from the Auburn academy of instruction. On a recent visit to his extensive stables he trotted out Miss Auburn, young and shy, for our closer inspection and among other things about an automobile we forgot the following: When you climb upon the lap of Auburn you hold your breath, give the thingamajig on the wheel a tweak, then you regain your breath, get out and walk around to the pilot and crank her up. Mr. Wiltrout says this evidence sounds contradictory, as the fair sex never need cranking, as they are always that way, but we consider the remark frivolous and beside the question. Next you climb aboard again, monkey with the dudad that connects the whatumaycallit with the whatsitsname and away you go. If there happens to be a chicken, child or character barring your way run it down. If something goes wrong you get out again, remove the dingus and when the thing shows the dowhacker working you turn on the whanger until it clutches the chugalug and away you go again. This sounds so simple that most any insane person could comprehend it and will add that one must always be on the alert and watch the whollocker, for if it slips it is all off for Auburn. This ends the first lesson. We will report progress as our education advances.

Last month we pooled a guessing contest in which various male employees were granted the honor of making one guess on a descriptive article taken from the "At Home" department of the December issue. The contest was instigated in friendliness, also to learn if possible to what extent our readers were interested in the Columbia division items. Here is the result: Fifty-three Columbia division readers who either gave away their copies or mislaid them after reading have sent in requests for other copies to see what it was all about or if the description was a "fake." Every story should have an appendix. Get this one, aged as history: "It pays to advertise."

On a recent Sunday one of Malden's fair church members in her anxiety to get to Sunday school on time grabbed her quarterly from the center table and hurried to the service. You may judge the delight and merriment of the worthy brothers and sisters when she opened the quarterly to the lesson and looked upon the pictures of A. E. Manchester and Nat Thurber. The Employees' Magazine is always found in the most select circles. Note.—We can readily credit the above as we have always found Sted's items veracious. The point that bothers us is how Sted should know anything about an affair of this nature.—Editor.

Today business men demand statistics. Statistics are figures juggled around to suit the statisticians' convenience and are generally dry reading. We are going to present some statistics—they are not juggled and should not prove dry reading to advertisers. On a recent trip over the Columbia Division we interviewed 250 employees. Of the 250 employees interviewed 66 per cent wore overall clothes or parts. Of this 66 per cent 54 per cent wore overall clothing made by manufacturers who advertise in the Employees' Magazine, viz.: J. L. Stifel & Sons, Sweet & Orr, Hamilton Carhart, Stroh's Company. Of this 54 per cent 73 per cent admitted they were influenced by the advertising in the Employees' Magazine and called for the different styles or patterns as the different "ads" appealed to them. Now, Mr. Advertiser, do you think it pays to advertise in the Employees Magazine?

Hamilton Watch

"The Railroad Timekeeper of America"

With the development of good dispatching, block signals, "Limiteds" and Official Time Inspection came a demand for a watch of thoroughly reliable accuracy—a watch that set right would *stay right*.

"Safety First" has made the demand still greater.

Above, left to right, Engineer Adolph Smith, Rock Island Lines, the Rock Island Safety First Emblem, Engineer W. Gallagher, Rock Island Nebraska Limited train.

Below, Engineer Rush A. Eddy, of the Chicago, Milwaukee and St. Paul Railway, the C.M. & St. P. Safety First Emblem and Conductor Jacob Deill, of the Southwest Limited, Chicago, Milwaukee and St. Paul Railway.

All these men have carried Hamilton Watches for years with perfect satisfaction.

SENT FREE

Ask your Lodge Secretary to write us for a supply of Safety First Buttons, stating the number of men in your Lodge.

The Hamilton, because of its accuracy and durability, was and is the choice of a large number of prudent railroad men.

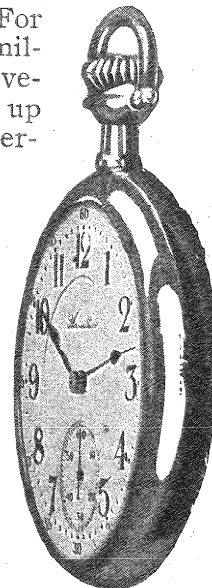
The Hamilton Watch is made in all standard sizes and sold by jewelers everywhere. For Time Inspection Service, Hamilton No. 940 (18 size—21 jewels) and No. 922 (16 size—21 jewels) are the most popular watches on American Railroads and will pass any Official Time Inspection. For general use you can buy a Hamilton Watch from \$12.25 for movement alone (in Canada \$12.50) up to the superb Hamilton masterpiece at \$150.00. No extra charge for Safety Numerical Dial on new railroad watches.

Write for the
*Hamilton Watch Book—
"The Timekeeper"*

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

HAMILTON WATCH COMPANY
Dept. 20, Lancaster, Pennsylvania

Master Builders of Accurate Timepieces



Get Together

Teamwork.

Unquestionably more Americans will "see America" this year than for many years put together, and this is the railroads' opportunity. Our reputation is enviable, our trains are known far and wide, to be the "last word" in modern convenience and luxury, and our employes the most loyal and efficient in the land. Our travel, therefore, will be heavy, and we must all bear in mind that the best advertisement we can have are the satisfied patrons of our road. It is not to be supposed that every employe is expected to resolve himself into a business solicitor, to the neglect of other duties, or to work overtime, but here is an instance of Teamwork that everyone can emulate. Recently, while on one of our trains, the conductor told me of four people who had been on his train at various times, from whom he learned that they expected to attend the exposition this summer. He told them of our service, the beautiful scenery along our route and about our "Crack Steel Trains," took their names and promised to have some of our travel literature sent them. Now, some of those people will go our way, and through them, possibly others; certainly if they are pleased with our service, and they can't help but be pleased with that if they are reasonable human beings. Now, does someone rise to inquire wherein he is to be compensated for what he may term "extra service?" Let me say that the answer lies in the prosperity of the railroad company. I think the past "lean" years will be proof enough that if there is plenty of business the full quota of employes are in service and doing full time; then there will be meat and bread aplenty and a piece of pie for Sunday.

Teamwork means every employe being interested in the success of the whole, not merely in the doing of his own single "job" so as to "get by." The man, whatever his calling, who takes the latter view is pretty nearly sure to spend his life trying to get by, while he who takes the broader view is climbing the ladder of success. This little sermon is aimed at every man and woman who responds to the Milwaukee roll-call, whether in shop, on train, engine or in office, for in the prompt and hearty execution of every task lies the efficiency which is to keep our wheels going to full capacity in this year of the hoped for return of prosperity.

Certainly a "Correspondents' Get-Together" is the thing. It's up to you all, now, to set your time and place. If the Editor is invited the blue-pencil will be left at home.

The Milwaukee Road Club.

The "Milwaukee Road Club" was formally launched on Friday night, Jan. 22, at the K. of P. Park Lodge Hall, Milwaukee.

The objects of the club shall be to promote good fellowship and sociability among the foremen, assistant foremen, chief clerks and others in executive and office positions employed by this company within the Milwaukee terminals.

A second meeting was held on February 15 for discussion of by-laws prepared by the Committee on By-Laws. Owing to the limited time the by-laws were not entirely gone over and this feature of the organization will be completed at the next meeting, to be held in March.

The following officers were elected:

J. F. Devine, president.
George O. Dayton, first vice-president.
Charles Helms, second vice-president.
H. J. Hanson, third vice-president.
E. F. Immler, fourth vice-president.
Joseph Deppe, recording secretary.
J. A. McCormick, financial secretary.
H. E. Brownell, treasurer.
Albert H. Smith, sergeant-at-arms.
Board of directors—C. E. Fuller, Martin Stark, Charles Sanhuber.

The following standing committees were appointed:

Entertainment committee—F. S. Peck, chairman; J. E. Mehan, Lloyd Conant, Ed Leahy, J. H. Dodds, Thos. Scott.

Committee on by-laws—Charles Juneau, chairman; William Lynaugh, Edward Leahy.

At the first meeting there were ninety members present. At the second meeting this number was increased to over one hundred, and judging from the first two meetings the club should have good success in attaining its object, that of promoting good fellowship among and have sociable gatherings of the members.

At the first, or "get together" meeting, the members were entertained by the following:

Piano solo by E. H. Brown.
Recitations by A. G. Gentner.
Vocal selections (using a Victrola), J. F. Crotty.

At the second meeting the Entertainment Committee provided musical numbers consisting of the S. M. P. office quartet and the test room orchestra.

Errata.

Through an error in labeling photographs, a picture appeared in the February Magazine entitled "The Sparta Family," which was in reality a part of "The Mobridge Family." The Sparta Family appears on another page in this Magazine.

Also on page 26, Name, T. Coulter, should have been T. Torgenson.

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Obituary.

On January 27th, after an illness of several months, William Riley, a veteran conductor, died at his home in Portage. He was fifty-three years old at the time of his death. The sympathy of all LaCrosse Division employees is extended to the bereaved family.

On January 29th occurred the death of Michael J. Smith, agent at Monroe, Wis. Mr. Smith had been in the service since 1890, starting in as section laborer, and by perseverance and hard work had worked up to the position he held at the time of his death. He was highly esteemed by his superiors in office, and by the patrons of the company and citizens of Monroe.

On January 29th Conductor W. J. Durbin passed away at his home in Milwaukee. Mr. Durbin was born in 1849 and entered the service of the C., M. & St. P. in 1864 as brakeman, being promoted to freight conductor in 1867 and to passenger conductor in 1876. He was in active service until 1906, forty-two years, with an absolutely clear record. Mr. Durbin was well known all over the system, having acted in the capacity of General Chairman of the O. R. C., which position he filled with honor and ability. Mr. N. P. Thurber pays the following tribute to the memory of Conductor Durbin: "The C., M. & St. P. has lost a valued employee in the death of Mr. Durbin, and personally I feel that I have lost a friend whom I shall miss more and more as time goes on. He was an honorable, upright gentleman and we sincerely mourn his passing."

Mrs. Charlotte C. Terhune, mother of General Auditor B. A. Dousman, L. W. Dousman, agent at Lemmon, and R. S. Dousman, Auditor of Traffic of the Lehigh Valley railroad, died in Milwaukee, February 20. Mrs. Terhune had been a resident of this city for seventy-five years. She lived to see her sons attain positions of responsibility with the Milwaukee road, and the sincere sympathy of the em-

ployes is extended them in their sad loss. Mrs. Terhune was buried at Forest Home cemetery in Milwaukee, February 23.

C. A. Butler, Chief of Tariff Bureau, Chicago, was married January 28, to Miss B. Marion Pugh of Fullerton, Neb. The bride and groom made an extended trip through California. The employees extend their heartiest god wishes to the young couple.

Chas. C. Mordough, traveling passenger agent for the "Milwaukee" at Cincinnati, died February 20th, following a stroke of paralysis. He entered the service of the company in the spring of 1884 as Traveling Passenger Agent under General Passenger Agent A. V. H. Carpenter. At that time the "Milwaukee Road" had but two other men holding the title of T. P. A.—they were Col. J. G. Everest and John R. Pott.

Mr. Mordough had a remarkable faculty of remembering names and incidents. Few traveling passenger agents had more friends than he, not only in railroad circles, but also in the outside field.

In November, the R. & S. W. Division lost two of its oldest and most valued employees.

P. H. Clancy, agent at Racine since 1882. He started work for the auditor of the old Western Union Railway in July, 1872, and ten years later, when that road was absorbed by The Milwaukee, became local agent at Racine, which position he filled continuously until his death.

Station Baggage Agent A. T. Clark, also of Racine, passed away after thirty years of continuous service in various capacities. Mr. Clark was a general favorite with his associates, and a loyal and faithful employee.

Mrs. S. N. Baird, wife of S. N. Baird, division freight and passenger agent, Dubuque, Iowa, died after a brief illness in a Chicago hospital, February 8th. The employees of the "Milwaukee Road" extend their sympathy to Mr. Baird and family.

Keep Your Feet Warm and Dry

Mayer Dry-Sox Shoes are ideal wet weather shoes. They protect you in rain, snow and slush without the use of rubbers or overshoes.

They are a striking illustration of

Mayer Honorbilt Shoes

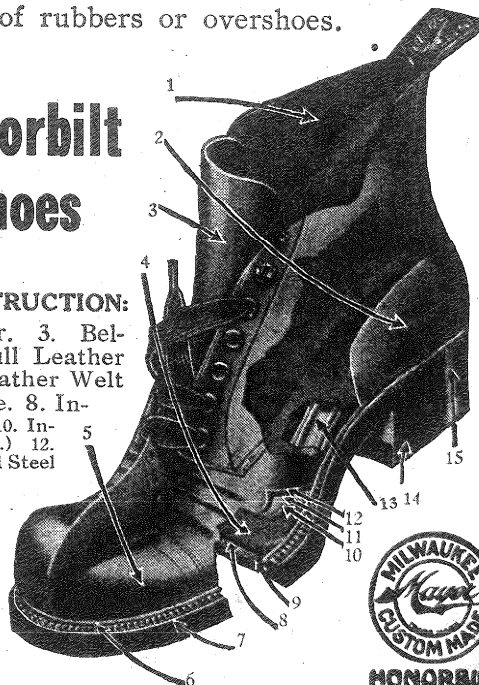
NOTE CAREFULLY THE DRY SOX CONSTRUCTION:

1. Full Kid lined. 2. Oak tanned Counter. 3. Bellows Tongue. 4. Oak tanned Insole. 5. Full Leather Vamp. 6. Rubber Welt sewed in with the Leather Welt—keeps out all dampness. 7. Oak tanned outsole. 8. Inside Cork lining. 9. Animal Parchment (Pig's Bladder.) 10. Inside Kid lining. 11. Animal Parchment (Pig's Bladder.) 12. Best quality of Upper Leather. 13. Strong Corrugated Steel Shank. 14. Rubber Heel. 15. Oak Tanned Heel.

CAUTION—Be sure you get this big shoe value. Look for the name Dry-Sox and Mayer trademark stamped in the sole.

We make Honorbilt shoes for Men, Women and Children in all styles and patterns, the Yerma Cushion Shoe and the famous Martha Washington Comfort Shoe. If your dealer cannot supply you, write us.

F. Mayer Boot and Shoe Co.
MILWAUKEE, WIS.



Safety First

A. W. Smullen, General Chairman.

Loyalty and Its Relation to Safety First.

A. A. Ricks, R. H. F., Murdo, S. D.

Let us liken this great system of ours to one big family, and it will be a good application, too; because our leaders are and always have been those who have received their training right in this family.

The men who now hold the reins have been in the service for years, and through the demonstration of their ability, they have attained the positions they now hold. The battle to gain those positions was not fought on loyalty alone, but without loyalty to our trust, we do not get efficiency and without efficiency we do not attain the best results; and without results, we fail to realize the benefits of Safety First.

My belief is that the day of "bossism" is over, and now the men of our system look up to the one who has charge of the department, as a leader rather than a driver. To be a successful official, today, a man must be a man among his men, and not simply "the boss," who always comes around looking for faults and the mistakes of his men. "The man who never makes mistakes never does anything." This maxim I believe to be true, and if a man is taxed beyond his capacity, he is apt to make mistakes. Of course, we must have discipline, for without it, there would be no regularity or system; but I believe we may go too far in this, just as too much training is bad for a fighting man; if a man is overtrained he is not capable of putting forth the best there is in him.

Going back to the likening of this System to a family of brothers, and we now and then find that one of the big brothers has broken away from the rest of the family and is taking his affairs upon himself. He tells "Dad" what he will do for the pay he is going to get, etc. This is well and good so long as big brother still has consideration for the little fellow, but if he does not, and forces "Dad" to keep on skimping little brother, what will be the outcome? Loyalty from him? No. Then can the big brother expect the little fellow to do all that is possible to protect the older or the bigger ones from danger and harm? No. But when we get so that Leader, Big Brother and Little Brother all pull together and all have the same concern for one another, we will have **LOYALTY SUPREME AND SAFETY FIRST.**

Safety First.

These two words cover a vast amount of territory and a large number of subjects, too great for the human mind to comprehend; and we, as engineers, should ever keep them in mind for the welfare of the company we serve as well as ourselves as individuals.

There have been a large number of suggestions offered to the Safety First Committee of the Coast division of which our superintendent, Mr. J. F. Richards, is chairman, and they have been accepted and acted on and a great deal of benefit derived from same; but there is still a large field for improvement and it is the duty of every engineer to act as a committee in offering suggestions.

From an engineer's standpoint we should be on the lookout at all times for defects that might cause personal injury or destruction of property.

Learn to see your own faults and try to correct them. This is especially true as to our leisure moments, as Safety First applies off as well as on duty. Our time for rest should not be spent in intemperance or excess, that we may return to duty with a clear mind and a bright eye.

Last, but not least, what a great blessing it would be to mankind, also to lowering the percentage of the number killed and injured, if we could see the state laws enforced to forbid trespassing on railroad property. As they stand today, it was a waste of money and paper upon which they were written. I hope to see the day when it will be a felony to even walk upon a railroad track and enforced as in some foreign countries. We feel that something should be done to eliminate this menace to life and limb.

Hoping we will see greater strides in the Safety First movement in the year 1915, I remain

Yours truly,

WM. T. EMERSON.

On January 27 Committeeman Geo. A. Andrews wrote the following article in the interest of Safety and it was read by Superintendent J. F. Richards at the meeting of the Coast Division Safety Committee:

Gentlemen: In a machine shop of the size the company has here, there is always more or less chance for accidents, but I must say we have had less here than I have seen in any shop of its size in my 40 years' shop experience.

In the Safety First election six months ago I became the victim. I did not like it, but knowing somebody had to do the work and also knowing there are men in all shops who have things they want corrected, but have no one to bring it forward since "What is everybody's business is nobody's," and I thought it well to have one man to whom they could tell their troubles and he bring it to the notice of the foreman or managers, so I accepted the place.

I have tried my best and have succeeded in getting many things done, such as guard rails around countershafts on or near the floors, shields over dangerous gears, machinery and emery wheels. Ladders liable to slip on the floor have had points put on, signs put up on dangerous places and repairs done where needed.

I believe it is the company's wish to do everything possible for Safety, and both Mr. Richards and Mr. Hamilton have shown their willingness to better things, but not so with all the foremen. Some of them have the mistaken idea that because a man brings up some needed change that he is imposing on their authority. Some use the worn-out phrase, "You cannot make things fool proof," but many a fool has been saved by safety appliances. Again, some think because they have not seen anybody get hurt in a certain part of a machine that nobody will be hurt, but I be-

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lieve it is safer to cover the unsafe points before anybody gets caught in them.

Another thing I would like to see is a law governing all open gears and projecting set screws in counter shaft, both of which are liable to cause accidents some time, but if the purchasing department would refuse to accept machinery not properly guarded the manufacturers would soon rectify them and it would be a saving to the company.

Yours for "Safety First,"
GEO. A. ANDREWS.

Amendment No. 1—"How to Become a More Efficient and Loyal Employee."

By J. J. Rada.

I take the pleasure and advantage to emphasize the good words of Mr. Hunter on this subject in the December Magazine. I think it is our duty to be successful, and in order to be successful, we have to be efficient and loyal. Therefore, I submit the following amendment which I hope will fit its intended purpose.

First—Be cheerful and smile. Smiles are the essence of good thoughts, good habits, good work, willingness, attention, application to business, and they offset your appearance, regardless of whether you are homely or otherwise, and these all help to make a man who can do things. Success depends on the man who can do things.

Second—Don't think you know it all. Don't think you are the only pebble on the beach. Don't think that 30 years of experience for the company is all you need, because experience changes from day to day. Earth changes, man changes, every-

thing changes. Men of success, great men, don't depend on experience alone, but also on application of common sense. Experience without common sense may wreck a train tomorrow.

Third—Don't impose upon the janitor with your tobacco wads, chewing gum wads, and waste paper, as you are well aware of the fact that the waste basket and cuspidor are intended for this purpose. Success also means economy in labor as well as everything else. Don't impose on any employee. Give the load a push. Success depends on pushes.

Fourth—Success does not depend alone on courtesy and justice, but also on the use of your own body, which is at your disposal to do with it as you deem fit. In order to be successful then, you must use it right. Keep it clean and wholesome.

Fifth—Success does not depend alone on the food of mind and body, but also upon ability. Don't wait for opportunities. Make your own opportunities by being ready to accept the higher command when called upon. Don't depend on drags. Drags are found in the bottom of the sea and success is always on top. Men of success, great men, depend upon their ability, close application to business.

Summary—Success depends on smiles, common sense, courtesy, justice and ability.

Think it over.

Write it this Way:

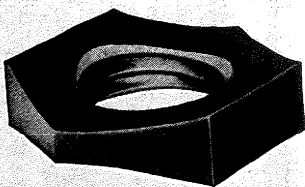
BOSS LOCK NUTS

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

"BOSS LOCK NUTS"

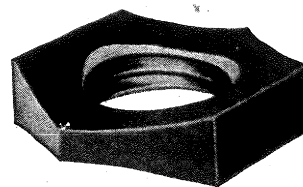
More easily applied—Goes on either way with the fingers—Locks automatically and positively.

Used by nearly one hundred Steam and Electric Railways.



**Boss Nut
Company**

Railway Exchange Chicago



Tacoma News.*F. J. J. Kratschmer.*

Among the latest arrivals in the Milwaukee automobile family in Tacoma are an Overland purchased by General Foreman Fred Lowert, and a Regal by William Delaney, chief clerk to General Car Foreman F. D. Campbell.

Mr. J. P. Nowak, who says he is chief clerk to Storekeeper Rivers at Miles City, dropped in on us rather unexpectedly last month. But he didn't fool all of us. Some of the boys in Tacoma have a system of finding out certain things. Well, anyway, before Joe returned to Miles City he changed the name of Miss Elenor Merryman Luse to Mrs. Joseph Porth Nowak.

General Master Mechanic Frank Rusch, General Car Foreman F. D. Campbell and Storekeeper A. J. Kroha recently made a tour of inspection on the new Puget Sound and Willapa Harbor line of the Milwaukee.

Agent F. J. Alleman, Tacoma, was operated on for appendicitis on Jan. 7. This was very startling news to most of the boys, as Mr. Alleman was seen on the Flats only a few days before. Here's wishing you a speedy recovery, F. J.

We have often wondered how our new messenger boy acquired the nickname of "Speed," but on investigation we find that he has a craze for speed, having once worked in an automobile garage.

The second big indoor athletic meet between the employees of the Northern Pacific and Milwaukee railroads of Tacoma was held at the Y. M. C. A. gymnasium on Saturday night, Jan. 23. A record-breaking crowd attended, the galleries being crowded to overflowing. The events were all run off in nice style, and the final count was again a tie, with eleven points credited to each railroad.

Mr. C. J. Going, assistant timekeeper, has been spending the last few weeks in California. Charley's wife has been in there for the past two or three months, and he says it's an awful long time since he has had a good square meal, so he just had to go down there and bring her home.

Messrs. J. B. Mason and G. Dalstrom are doing temporary work on the time desk.

Everybody around the storekeeper's office has been busy for the past few weeks trying to "savvy" the new stock books.

Mr. Ben Smith, machinist, has been promoted to roundhouse foreman at Cedar Falls. Mr. Kemp being transferred to Malden.

F. D. Campbell general car foreman, left Jan. 13 on an inspection tour over the Port Angeles line.

Mr. H. J. Robinson, mechanical expert for the Westinghouse Air Brake Co., with headquarters in Portland, paid us a welcome visit last month.

Traveling Engineer T. McFarlane of the Columbia division shook hands with his Tacoma friends last month.

Snow service in the mountains has been pulled off and all material (together with Frank Buchanan) has been moved from Laconia to Rockdale.

Mr. W. G. Bitter, mill foreman, has been having some trouble lately with his eyesight.

North LaCrosse News.*H. J. Bullock.*

General Yardmaster J. H. Lutiger is again seriously ill. His place is filled by D. J. Devine and the night yard is in charge of Geo. E. Smith.

"Brudder" Sampson lost his office during the recent storm which required the extra wire gang to replace poles and wires blown down east of Columbus.

Some 250 telegraph poles were blown down in the recent storm east of Columbus, Wis. Train Dispatchers Brown and Frank moved their office to Portage and in spite of the many difficulties moved trains with little or no delay.

Agent W. N. Upham has returned to his home at West Salem from Rochester, Minn., and is reported doing nicely.

Chief Telegrapher C. A. Peters at Portage surely hit the ball during the recent sleet storm, transmitting figures promptly on west bound trains for the information of all concerned on La Crosse and River divisions.

Switchman J. E. Wilson is visiting at Washington, D. C.

General Coal Foreman C. T. Wyatt is pretty busy hopping back and forth these days.

General Safety Appliance Inspector M. J. LaCourt transacted important business here recently.

General Yardmaster D. J. Devine is the proud father of a baby girl born February 1st.

Engineer P. J. McBride attended the funeral services of Mrs. Sam Wheeler February 11th. The remains were taken to Wabasha for burial.

Chief Train Dispatcher A. S. Wilson gave us a business visit recently.

Wedding Bells.

Passenger Conductor W. L. Finnicum, Des Moines, and Miss Fannie Chapman, stenographer and bookkeeper at the Antlers Hotel, Spirit Lake, Iowa, were quietly married at Fort Dodge, Iowa, on Tuesday, February 3rd. Mr. and Mrs. Finnicum are spending their honeymoon at Chicago, Jacksonville, Fla., and Havana, Cuba. They will return to Des Moines in about a month, where they expect to make their home. Their many friends wish them much happiness.

Marion Roundhouse News.*Ed. Griffiths.*

Geo. E. Waugh, associate editor Employees' Magazine, gave us a pleasant call at Marion roundhouse a few days ago.

Louis Mann, blacksmith, is at the anvil at Marion roundhouse, while Otto Bensch is down at New Orleans and Panama looking over the "Big Ditch."

Machinist Joe Brown is on the day force again. Joe says the night work is all right, but he does not like to get mooneyed.

Ernest Luense, who has been off for the past six months, is back again on the job. We're all glad to see "Ernie" back again.

Boilermaker Fred Welter took a one-day trip to Chicago a few days ago.

There seems to be a mystery in the air regarding Davy Gordon and his engine Maud, as to why Maud was derailed at Farley last week. Any one wishing information on this subject I believe Conductor E. Millard of Perry is well posted.

Engineer M. J. Hildreth has been on the sick list. "Morg" bucked all the snow on the Calmar line during the last storm and when it was over he thought he was sick.

Engineer "Davy" Gordon is on the lay-off list. "Davy" is not sick but "Maud" is in the back shops for repairs.

Machinist O. K. Quast is a new name on the payroll.

The writer is about to take a one-day lay-off and run into Chicago, and get a little fresh air.

Clarence Roher, the oil boy at Marion roundhouse, had the misfortune of smashing one of his fingers and is on the lay-off list.

Machinist "Gus" Fink went fishing the other day. Luck was good, "Glomy" fell in.

Machinist Brousard now says that it will have to be a Ford with the overtime money.

Lee Layton, machinist helper, has accepted the position of engine inspector at Marion roundhouse.

Machinist J. J. Carmell is a new name on the pay-roll.

Boilermaker Briggs was off the other day out looking over his farm.

Machinist Wm. Buck is some politician. We understand that "Bill" is going to run for councilman in the Third Ward.

Machinist Wm. Masch takes a flying trip to Milwaukee about once a month. Nothing would surprise us.

**\$ ONLY
\$ 2⁰⁰
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**Balance
on Easy
Monthly
Payments**



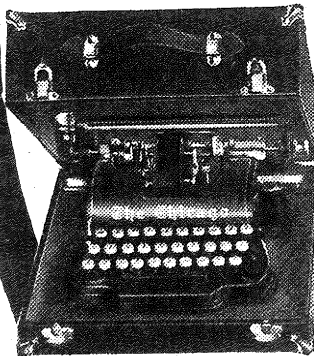
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Guarantee**

10-Day Try-Out

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The "Chicago" Saves You \$65 Cash

It has improvements not found on any other machine. It is the only typewriter sold direct from factory to user that prints from interchangeable steel type wheels. **You can write in any language**, by having these extra wheels — and it is the only machine on which you can address envelopes without running them through the roller.



There are 90 letters and characters on every machine, has Standard keyboard, patent eraser plate, etc. The material used in construction is the best obtainable. Handsomely finished in black, gold, and nickel plate. Every "CHICAGO" guaranteed for 10 years. You must see it to appreciate its wonderful value. Everyone can now own a practical, dependable machine, at low cost on the easiest possible terms.

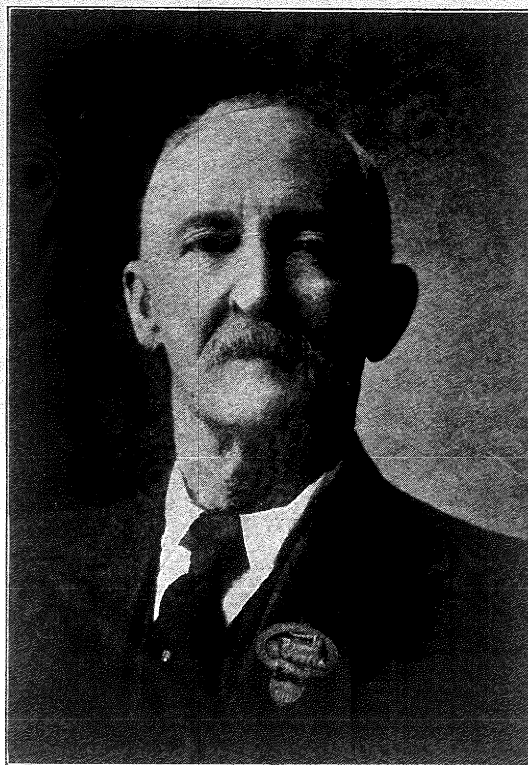
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Galesburg Writing Machine Co., Dept. 711 Galesburg, Ill.
Gentlemen — Without obligation on my part, please send me full particulars of the above offer.

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St. or R. F. D.
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"Rube" Leach

La Crosse Division Has One of the Oldest Engineers on the System.

Although R. V. Leach is one of the oldest engineers in point of service on the Milwaukee, he was fourteen years old before he ever saw a locomotive. "Rube," as he is called, is a Yankee from Connecticut, and lived, as a boy, near Winsted, where there was no railroad. The lure of the rail "got" that farmer boy, however, and when he was twenty years old, he commenced as a fireman on the Nautuck Railroad. But the other boys were all going west, so "Rube" cast in his lot with the others and came out to the Wabash Railway, where he worked between Fort Wayne and Lafayette, Ind. He served in the war for a period and in 1866 came to "the best railroad in the world," and he has been here ever since. He is now running an engine between Sparta and Viroqua, and every patron of the railroad knows he is in the zone of Safety First "when Rube's the engineer."

East Prairie Du Chien Division Notes.

M. C. Murphy.

Brakeman Chas. Knight while on a lay off visited friends at Waukesha and Watertown. Conductor E. Deards and wife attended the funeral of his brother-in-law recently. Conductor Geo. Dunn took charge of his crew during his absence.

Miss Nevine Tomlinson, daughter of Section Foreman R. Tomlinson, Stoughton, visited friends at Milton.

Brakeman Chas. Horr spent Sunday at North Lake, Wis.

J. O'Keefe, who has been engineer with the Waukesha Scoot and Switch crew, has been transferred to freight runs. Engineer Kelly has succeeded him at Waukesha.

Section Foreman W. Leonard, Madison, is ill with pneumonia at the St. Mary's Hospital. Foreman W. Lubou has charge of Madison yard for the present.

Engineer J. Aldredge has been transferred to the Richland Center Branch.

Mrs. H. Bensing, wife of Car Repairer H. Bensing, visited friends at Milwaukee.

Cashier C. Mix went to Neehah, Wis., as auditor for the E. F. U. Lodge of Waukesha.

Council Bluffs Notes.

Mrs. H. Hackstock.

Geo. A. Peterson, formerly fireman on the Council Bluffs night transfer engine, resigned his position a few days ago and will engage in farming just out of Council Bluffs. We wish him splendid success.

The Western Car Foremen's Association held their regular monthly meeting and banquet Saturday evening, Feb. 6. The meeting was largely attended by the car foremen of Council Bluffs, Omaha and vicinity. They reported a splendid meeting, lots of good things to eat and a fine social time.

"Dad" Monroe, engineer on 97 and 98, Council Bluffs to Perry, was injured recently by being struck by a stock chute. He was obliged to lay off for a time.

Mr. E. Z. Hermansader, district master mechanic, was obliged to take his daughter, Miss Margaret Hermansader, to California a few days ago on account of ill health. We hope that the change of climate will do her good and that she may soon be able to return home fully recovered.

Albert F. Cooley made his student trip as engineer at Council Bluffs during the early part of this month.

Trainmaster J. F. Anderson and G. F. Hennessey were in Council Bluffs Feb. 8 on company business.

Stationary Fireman M. Rooney has returned to work after having been absent for several days on account of rheumatism.

Chas. Binford is again able to resume his duties as car repairer.

John Schonberg has returned to his work as car repairer after being absent for a month.

Section Foreman Slack Peterson will leave for Florida in a few days and will visit at Palm Beach and Key West.

Fireman Lewis Howe is at the present time visiting at Boynton, Fla.

Joe Antonius is at the present time in Ashby, Minn., where he was called by serious illness in his family.

Mrs. Laurids Hansen, wife of Car Carpenter Hansen, is seriously ill at the present time. We wish her a speedy recovery.

General Foreman Geo. F. Hennessey made a short business call at Council Bluffs on Jan. 12.

Civil Engineer W. E. Webster was attending to business at Council Bluffs and Omaha on Jan. 13.

Supt. C. H. Marshall, Chief Carpenter Collings and Roadmaster Barnoske were visitors at Council Bluffs on Jan. 13.

Mrs. Wm. Graft of Dubuque is spending a few days with Mr. Graft, the newly installed roundhouse foreman at Council Bluffs. They expect to get located here before long.

Mr. Hermansader and Mr. J. J. Connors spent a few hours at Council Bluffs on Jan. 9.

We were all greatly enthused over the article in the January number of the magazine on Superintendent of Motive Power Manchester's golden jubilee. Mr. Schmidt, the car foreman, expressed much regret that he was not able to be present. In looking over the large picture we were able to recognize a great many familiar faces.

Car Repairers Obren Kilcardo and Paul Radich are contemplating leaving the service of the company to join the army of their native country, Servia.

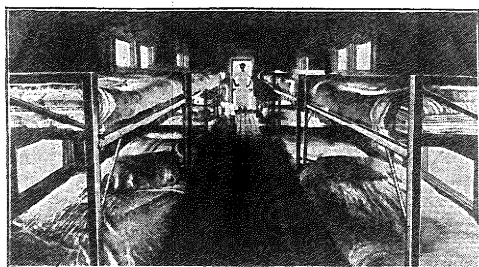
Car Repairer Chas. Binford lately underwent a surgical operation, returned to work for a few days, but had to give up work again, finding that he was not able to stand the work in the cold weather that we are having at the present time.

Company Officer F. A. Burke is busy during this time, as the cold weather seems to have the effect of causing lots of company material to find its way off the premises.

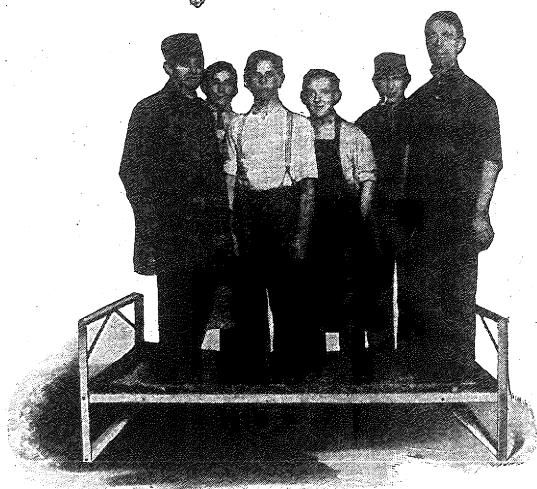
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Simplicity in Construction and Comfort for the Tired Worker



Tiger Steel Bunks are Sanitary and Easily Assembled



Tangible Evidence of the Strength of H. & M. Bunks

ON H. & M. TIGER STEEL BUNKS

The day of the unhealthy, unsanitary and uncomfortable old wooden sleeping bunks, full of vermin and other sleep destroyers, is rapidly coming to an end.

Gang foremen on work trains, in bunk houses, of wrecking gangs, in railroad, lumber and other camps, are realizing that their men cannot do real work without getting a proper amount of sleep.

H. & M. Tiger Steel Bunks

mean a "home-like" bed because they are soft, sanitary, clean, comfortable and springy enough to give that feeling of "feather bed comfort."

Tiger Bunks cost but little more than the erection of wooden bunks, take much less time to install, and have the advantage of being easily and quickly taken down, moved and re-assembled.

Several thousand men have bought Tiger Bunks for their own comfort. They take them along from one job to another. Let us send YOU full particulars and prices. YOU can afford one. Write a postal TODAY.

SPENCER OTIS CO. RAILWAY EXCHANGE CHICAGO

Special Commendation

Risked His Life to Save Boy and Dog.

As Brakeman John Smith of the Superior division was standing on the end of a string of cars which were backing into the yard at North Menominee he saw a small white dog on the track, and the next minute a small boy trying to carry the dog to safety. The train was but a few yards from them, and the lad seemed paralyzed with fright. Smith gave the signal to stop, but was too late to prevent an accident. He leaped down to the right of way and grasped the boy by the legs and head throwing him from the tracks, but his hand slipped and one of the boy's legs did not clear the rail. Smith kicked the leg into safety, but was himself struck on the shoulder by the approaching cars and thrown ten feet to one side, escaping without serious injury. The boy clung to his dog, and his first words to his savior were, "By golly, mister, I didn't want my dog to get hurt." The dog was uninjured.

Flagman M. Duffy of the Idaho division has received a letter from Superintendent Sawyer commending him for unusual vigilance. Duffy was riding in rear car of No. 15 Jan. 18 when he noticed and unusual sound, and going to the vestibule, concluded the noise was that of a wheel off the track. He at once stopped the train, when it was found that an axle on the observation car had broken in two, and the wheels had dropped just inside the track. As there was considerable snow on the ground the detection of the broken truck evidenced remarkable watchfulness. Mr. Sawyer thanked Mr. Duffy on behalf of the company for careful attention and prompt action, of which entry was made on the record.

Sunday morning Jan. 31, Operator F. U. Fleming at Odessa, while watching a stock train, Barrett, conductor, passing his station, discovered an overheated wheel under a car in the middle of the train. He succeeded in signaling the train crew and stopped the train. An inspection showed that the wheel was cracked, caused by a brake sticking, sliding the wheel and overheating it. Mr. Fleming's discovery without doubt averted a derailment as the train crew could not even move the car off the main line until new wheels were put under it.

The following copy of a letter from Mr. C. P. Stremble, superintendent of the Minneapolis & St. Louis Ry. at Minneapolis would indicate that our Safety First applies to other railroads as well as to the C., M. & St. P.:

"Minneapolis, Minn., Feb. 1, 1915.

"Mr. F. M. Melin, Supt. C., M. & St. P. Ry.,
"Aberdeen, S. D.

"Chris Nygren, towerman at Norwood, Minn., noticed something dragging on our passenger train No. 27 Jan. 25 and promptly got word to the conductor, when it developed that a rod on the ash pan was dragging. Will be glad if you will convey to Mr. Nygren our appreciation of his watchfulness and action taken.

"Yours truly,

"C. P. STEMBLE, Supt."

On Jan. 26 when train 65, Rostratter, conductor, was passing through Browntown, Minn., Agent W. D. Smith discovered a brake beam down on a car in the train and stopped the train before an accident occurred.

Captain Bash, who is employed as a pumper at Atkins, demonstrated on Feb. 15 that his interests in the company's welfare extended further than the work in his particular department, when he closely watched a passing train. By doing so, he discovered a broken oil box in a car in Conductor Taylor's train. He reported the matter to the operator, who

had the train stopped at Covington and repairs were made before serious damage resulted.

On Feb. 11 Signal Maintainer W. F. Seemith at Slater saw a broken rail, located the section force and had the rail replaced before an accident resulted. In view of the fact that this man had only been working for a few days, he has convinced his superior officer that he is on the job all the time.

In last month's issue we failed to make a note that C. R. Boardman, signal maintainer at Woodward, had discovered a broken rail and by promptly reporting same saved delay and accident to trains.

August Knoll, while not an employe of the company, is entitled to mention in this column in view of the fact that he reported a blazing hot box on a tank truck on the engine of train 26 as it passed his station Feb. 15. Mr. Knoll has charge of the elevator at Havverhill and when he discovered the box on fire called the attention of the operator to the same and the train was stopped at Ferguson. Conductor James Kanelly, who was on a westbound train on double track, smelled the fire and made a report of the same case.

Conductor Edward Lavell discovered a box car on fire in Perry yard the latter part of January, had the car set out and the fire extinguished before serious damage resulted.

Mr. A. L. Patton, agent at Yorkshire, discovered a hot box on a car in train 1/63 as the train was passing his office Jan. 26. He had train stopped and the box given proper attention.

On the night of Jan. 30 Fireman P. Larson of the western division climbed up into the water tank at Earling and removed ice which had accumulated in front of the water valve, allowing the engine he was firing to be given water. This move was especially appreciated as it enabled the engineer to take his train on into Manilla, whereas had he not made the discovery of the trouble and remedied same the engine would have had to be killed and the train held for a relief engine.

Conductor George Havill has been given credit for the move he made at Cambridge Dec. 27, when he separated two bunk cars from a third which was on fire.

H. H. McElroy, one of the extra conductors who is braking on the middle division, discovered a broken truck under a car at Van Horne Jan. 20, receiving a letter and credit in roster for same.

Conductor George Havill and Conductor J. M. Reel received letters of credit and special notation in the roster in February for special service rendered the company in the way of volunteering information which they gleaned which made two satisfied customers for the company.

Signal Foreman A. E. Long, while at his work near Van Horne Feb. 3, stepped aside to allow a train to pass him and while watching the train discovered a brake beam down on a car. He gave the train a stop signal and had the brake beam removed before any accident resulted. Mr. Long was given a letter of commendation.

Engineer Thomas Wilcox received a letter of commendation for the discovery of defects in a car on Feb. 10. His report of the matter saved a delay to the car and serious damage which would have resulted.

On Feb. 3 Brakeman G. E. Rawlins on the Middle division discovered defects in a car in his train which might easily have been passed by and no doubt would have resulted in an accident. Credit was given him in the roster for the service.

Brakeman L. G. Honomichal of the Middle division received a letter of commendation and

credit in the roster for the discovery of defects in a car Feb. 8.

Special commendation is due Engineer John Burns and Fireman Ed Kirch for rescuing 25 head of cattle who had wandered onto the track in a deep cut about two miles west of Mitchell, S. D. It was snowing and drifting furiously, when Engineer Burns noticed a dark object ahead of him, on the track. He stopped the train just in time to prevent striking the cattle, when Fireman Kirch undertook the role of herdsman, drove them off the track and into their pasture, then closed the gate.

Brakeman C. H. Dean, K. C. division, has received a letter of commendation from Superintendent Oxley, and entry to his credit in the roster for discovering sand board down under MC car No. 43207, train 1/67, at Mystic, Ia., Jan. 31.

Brakeman J. L. Quinlan, K. C. division, has received a letter of commendation and credit in service roster for observing a brake rod wedged in a frog at west end of Nahant yard, Jan. 2.

On the morning of Jan. 28 Section Foreman C. A. Anderson of Bascom, Mont., found a broken rail close to a bridge crossing the Musselshell river. The Columbian was nearly due, and with his helper, Joe Mooney, they repaired the track so that there was no delay to the train. This shows that Charlie is looking out for Safety First, as he covers his section every morning ahead of No. 18, which leaves Melstone at 7:40.

Superintendent E. W. Morrison has written a letter to Mr. C. D. Thomas, conductor on the E., J. & E., thanking him for the prompt action he took upon discovering a hot box in our train No. 67, passing Rondout Jan. 19. Mr. Thomas' prompt action probably prevented serious damage, as 67 was stopped at Wadsworth, when it was found that the journal was burned off.

Engineer Jos. Skelton, C. & C. B. (Ill.) division, has received a letter and special commendation from Superintendent G. R. Morrison for the special interest taken in the action of the air-brake equipment on Extra East Jan. 30 out of Savanna. The train was late leaving the yard and it was desirable to hurry as fast as consistent, as the crew were on terminal time. Engineer Skelton noticed that the air did not work properly and called the attention of the train crew to it. They reported they had air in the caboose, and then tried each car, finding pressure clear through. Conductor Fritz found everything O. K. and gave the high ball. About two miles east of Adeline, on down grade, the automatic signal was against Engineer Skelton and he tried to stop, but could not until most of the train was by the tower. This proved that the air was obstructed, and a thorough examination found, at the third coupling from the head end, a slight amount of air coming through. It developed that the hose was full of ice, with not sufficient opening to set the brake. The hose was immediately thawed out and the train proceeded in safety. Engineer Skelton's thorough knowledge of the air-brake system gave him the means of knowing where and how to look for trouble, and his extraordinary care is the very inner meaning of Safety First.

A credit mark is due Switchman W. P. Kennedy for his action in saving the life of a young lady while recently switching in the Minneapolis upper yard. She was standing on the tracks at Sixth avenue and failed to heed the alarm given by him. He climbed down the side of the car and pushed her aside, just as the car was about to strike her. She promptly fainted and refused to give her name.

At a recent date while pulling into South Stillwater Conductor Burbank discovered fire in a refrigerator car. By quick action on the part of the conductor and the crew the blaze was extinguished and thus caused but very little damage to the contents and car.

On train No. 122 Jan. 29 Conductor J. H. McCarthy felt a jar as his train was moving between stations about three and one-half miles east of Mapleton. He stopped the train and backed up and found a broken rail. His action in the matter is very commendable and no doubt saved a derailment, as train No. 41 leaves Wells shortly after 122 arrives.

During our recent snow and sleet storms and blockade a co-operative spirit was shown by Garret Rock of Fond du Lac, Emil Schwantes and Alfred Villwock of Mayville, all office men, who went out and repaired the wires on the Fond du Lac line a distance of thirty miles, thereby keeping that branch open for business. These young men have received letters from Superintendent Macdonald thanking them and commending their interest.

What might have resulted in a bad accident to train No. 33 on the morning of Jan. 31 had it not been for the observing eye and quick thought of a section laborer, Jul Flemming, who while standing at the station in Germantown noticed what he thought to be a cracked tire on Engine 3124. This he immediately wired to the dispatcher, who in turn had inspection made at Richfield. Sure enough it was found that left back tire was cracked. Engines were immediately changed and the 3124 returned to the shops.

Special commendation is due to Car Inspector J. W. Lucas, as well as Engineer E. J. Young of Engine 1222, Gang Foreman J. H. Schaefer and his two helpers, for their good work in rerailing and repairing that engine on Feb. 1, the day that the Milwaukee terminals experienced the worst snow storm we have had in twenty-two years. The engine was derailed at the Miller Brewing Co.'s plant, and brake rigging torn off. Under the conditions that day, and with the interlocking plant at Grand avenue tower being out of order, this derailment would have caused several hours' delay if Mr. Lucas had not offered his services. The brake rods were bent and broken and he welded and straightened these out and helped the crew to put them on again. Mr. W. B. Hinrichs, superintendent of terminals, has thanked these gentlemen for the interest shown.

Conductor W. R. Gregg has received special commendation letters from Assistant Superintendent W. C. Bush of Chicago terminals and Trainmaster F. L. Richards of C. & C. C. (Ill.) for discovery and prompt report of a broken frog which he discovered from the top of train No. 92 Feb. 1. This indicates close attention to business and intelligent observation.

Crossing Flagman A. J. Nix, Columbus, Wis., has received a letter of commendation from Superintendent Macdonald for the discovery of broken truck frame on car in train No. 72, passing through Columbus Jan. 31. Train was promptly stopped and car set out.

A Grand Bouquet for Dan.

Indianapolis, Jan. 29, 1915.

J. H. Hiland, Traffic Manager,
C., M. & St. P. Ry. Co.

Dear Sir: Dan Healy, on one of the dining cars of your Pioneer Limited, is certainly a star. I suppose you know that as well as I do, but I thought it would do no harm to tell you about it. I have often said I was going to write a letter kicking on some dining service, or some trouble at a hotel, but I have never done so.

When Mr. Healy treated me so courteously and showed so much solicitation over my being well taken care of, I said to myself: "Here is the chance to write that letter that I have always been wanting to write, and to also live up to the slogan of 'Be a booster—not a knocker.'"

I am sure that the traveling public wishes there were more Dan Healys.

Yours very truly,

J. I. HOLCOMB.

On The Steel Trail

Pebbles from the Musselshell.

W. F. Maughan.

Superintendent H. Spencer is making a tour of the west, visiting Salt Lake City and along the Pacific Coast. The employees will all be glad to see Mr. Spencer back on the Musselshell.

Conductor R. M. Douglass of Miles has been laying off several days in February.

Conductor Jack Rowllins is back after a two months' lay-off.

Special Agent Craig from Butte has been over the division several times of late.

Foreman C. B. Levins of the B. & B. Dept. has gone to Chicago on a visit, and will fill up on some of the good old home-made bread.

Brakeman C. R. Van de Vort and wife were called to Michigan the latter part of January on account of the sickness of Mrs. Van de Vort's father. Van says he can get along with water if he has to, but he doesn't like rolling around in the ice on Lake Michigan a little bit.

Mrs. J. H. Clay, wife of the stationary engineer at Melstone, started February 15th on a trip and will visit in St. Paul, then go to California for a month or two.

Operator R. W. Carey, who has been at Heritage for the past year, has been holding town the third track at Melstone for a few days. How are you, Carey?

Passenger Conductor Sam Burbridge was off a few days in February, W. M. Earling covering the run between Miles and Harlowtown.

Engineer Wagner has gone into the coal business. He has taken the switch engine in the Roundup coal yards.

Engineer W. J. Esslinger is taking a lay-off and will visit the south. The bells may be ringing before he returns.

Engineer Dan Drake and wife are visiting in the south. Dan will be glad to get back to the Musselshell Valley.

Claim Agent A. Bullwinkle of Butte made a turn-around trip to Melstone recently.

Conductor Joe Flaherty and wife were called to Chicago the first of February on account of the death of Mrs. Flaherty's father. Joe has been in charge of the Roundup Yard and Coal Mine switching for the past five years. This long service shows the good work he is doing.

Miss Galven of Minneapolis and Miss Ruby Doud of Moberge have been visiting their brother and sister, Conductor H. H. Galvin and wife, of Melstone.

A. Hitle, engine hostler at Melstone, has taken a thirty-day lay-off and will ride on the street cars in the Twin Cities, Fireman Cox covering the work while he is away.

"Steve," the Melstone janitor, is "there" both morning and night to clean up the office and put out the lights.

Roadmaster W. J. Nix spent a few days in Miles recently.

"Sted" needn't think for a minute that he can get out of that May convention on the plea of the fish biting, if the Musselshell correspondent has to land on him with both feet.

Geo. M. Miles, a veteran conductor on the Milwaukee Road, died at his home in Minneapolis February 5th. He was seventy years of age and a member of the Fourth Minnesota Volunteers in the Civil War.

Brief Notes of the Superior Division.

P. H. Donley.

It is gratifying to note that Conductor Jones is back on his run.

Conductor Hume has returned to the east division, on 9 and 10, with his golden smiles. His many friends are rejoicing and unanimous

in their desire that he remain with them.

Conductor Graham is "the whole thing" on the Appleton line.

Conductors D. Kelly and Black are assigned to special duties, representing the Superior Division office. They are the right men in the right places.

Conductor Dubois and wife have gone to the Panama-Pacific Exposition and other California resorts; Conductor Bonn is relieving Conductor Dubois.

Conductor Bennett is on the Menominee Line.

Operator Delhanty, at Hilbert Jct., is back after a leave of absence. His general manner and courtesy win him many friends wherever he goes.

The Twin Cities train dispatchers held a meeting in the Gt. Northern passenger station in Minneapolis on the evening of January 12th to arrange for the 28th annual convention of the Dispatchers' Association to be held in Minneapolis. Much interest is evidenced by the dispatchers throughout the country, and indications are for a large attendance. A letter from M. T. Skewes of Minneapolis, River Division Dispatcher, was read, from which the following is taken:

"Our general superintendents at Minneapolis, Chicago and Seattle, at my request, took the matter up with their division superintendents recommending that all train dispatchers, and those eligible to join the Association do so, if possible, and expressing themselves as very much in favor of the Association. Mr. J. H. Foster, general superintendent at Minneapolis, has put in his application, together with several of the northern district officials, and we are promised the hearty support of most of the dispatchers."

Items from the I. & M.

Katherine McShane.

Chief Carpenter M. Caton is taking a vacation of three months and Mr. A. A. Kurzejka of Minneapolis has been appointed acting chief carpenter during Mr. Caton's absence. While we miss Mr. Caton, his successor, Mr. Kurzejka, with his genial disposition, is kindly welcomed at Austin.

Mr. and Mrs. E. Ambly are rejoicing over the arrival of a new baby girl who arrived February 17th. Mr. Ambly is our ticket agent at Decorah, Iowa.

Section Foreman P. Hogan of Decorah has returned from Dana, Sask., Canada, where he was called about three weeks ago on account of the serious illness of his brother.

Section Foreman J. Kovelaska of Medford is taking a few weeks' vacation from his duties and Steve Majusick is taking his place.

H. J. Murphy of the bridge and building department spent the day in Owatonna.

Mr. W. E. Duckett of the engineering department was an official caller in Austin one day this week.

District Carpenter F. E. Rice of Minneapolis called on us on his way to the South, where he will spend a week at the home of his father.

Supt. W. J. Thiele of Minneapolis made a business trip over the division last week.

M. Flavin, foreman in bridge and building department, is off duty on account of illness. We all hope for Mr. Flavin's speedy recovery.

Mrs. Geo. Sutton and daughter Helen of the Depot Hotel have gone to Milwaukee and other points east for an extended visit.

Work on the new power house at Austin is progressing as rapidly as is possible. All but one of the boilers have been moved from

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the old house into the new one. The work of moving boilers and erecting stacks has been in charge of B. & B. Foreman J. Rush.

T. Hainstock, foreman in B. & B. department, spent Sunday with his family at Medford.

Section Foreman J. Lorkosi is to be highly commended for his promptness in flagging train No. 1 after having discovered a broken rail January 21st; by doing this he probably avoided a serious accident.

Section Foreman J. Johnson of Lime Springs and M. Holedt of Bloomington Prairie discovered broken rails during past month. These broken rails were found just before the arrival of schedule trains and probably by their quick action, prevented derailments.

Mr. and Mrs. C. H. Brown of Spokane, Wash., visited at the home of Mrs. Brown's parents, D. Deneen at Austin. Mr. Brown was formerly located at Austin and is now foreman of switch crew at Spokane.

Items from the Chicago Terminals.

Catherine Burtel.

Yardmaster John C. Logan is about to leave for his farm in Florida to build a house. We understand he now has a mule, and, of course, will need a barn also, but it is possible he intends to use auto trucks to market his crops and will probably erect a garage also. We understand the bean crop is enormous and that he gets three crops a year off his land. Some beans.

Foreman Wm. Kirby has been appointed night yardmaster in Yard No. 2, Galewood, in place of Frank Krueger, who has been assigned to other duties. Bill will make things hum in Yard No. 2.

James Christopher takes charge of the house engine in place of Foreman Kirby and is acting extra yardmaster in Yard No. 3.

Miss Kathleen O'Neil of Elgin, stenographer in the office of Assistant Superintendent Bush, has been absent about five weeks now on account of sickness.

Understand she is improving and will probably be back in the harness soon. Miss M. O'Flaherty, extra stenographer, also of Elgin, is manipulating the machine in Mr. Bush's office during her absence.

Our general yardmaster, John Grunau, who was appointed a member of the Industrial Commission by Mayor Harrison, is a busy man these days looking after the subscription fund of \$500,000.00 from wealthy residents of the city. Things will hum in the industrial line if they succeed.

Engineer Jesse Earl is confined to his home on account of sickness, Mrs. Earl will be remembered as Mrs. Esther Lutz, formerly a telephone operator at Galewood.

Chief clerk to Trainmaster Costello, A. C. VanZandt is working very steadily these days and does not get away from the office at all, except at night, and we are wondering how he manages to entertain his lady, as she as a general rule works late in the evening.

Operator C. E. Sturgis, G. T. office, has been absent about two weeks on account of sickness. He was relieved by Extra Operator Montez.

Operator Murpach, chief operator, is working more steadily these days and does not get relieved about noon almost daily as in the past. We wonder if he has lost out.

Third Operator Alderson, G. T. office, was off Saturday night for a good rest. He was relieved by Extra Operator Montez.

Leverman J. F. Kohl was called to Niagara Falls on account of the serious illness of his mother.

Foreman H. Van Wert, wife and daughter Harriet are about to leave for an extended trip in the West, taking in the Panama Exposition.

P. J. Bernhard, chief clerk, Union street, wife and daughter visited at Beloit.

Miss Hattie Winters, stenographer for General Foreman T. R. Morris, visited with friends at Indianapolis.

Savings and Health

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

Or will you be forced to stay at home?

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

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

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

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

SAVINGS DEPARTMENT

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

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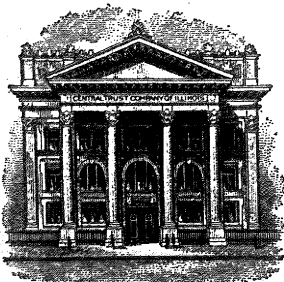
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For Your Savings or Checking Account
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For the Selection of Your Investments
For the Protection of Your Valuables

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



MILWAUKEE RAILWAY SYSTEM

Chester A. Ulrich, clerk at Galewood, and wife, made a trip to Milwaukee recently.

C. W. Trayser, clerk, Galewood, and wife visited friends in Waterloo.

Yard Clerk R. M. Cotter was a recent visitor at Kenosha.

Operator F. C. Woda and wife were called to Gallipolis, Ohio, on account of a death in the family.

Among the Milwaukee visitors since the last publication of the "Magazine" are Engineers F. D. Skuse and A. M. Fossler.

C. & C. B. (Iowa) East and Calmar Line.

J. T. Raymond.

Lafe Carlton has re-entered the service of the "Milwaukee" as yardmaster at Beloit. Mr. Carlton was a conductor on this division for a number of years and has many warm friends among the boys, who will be glad to learn of his new appointment.

Engineer Ed Packard of Clinton visited in Marion recently en route to Kansas City to visit his brother, who is a conductor on the K. C. Division.

Conductor W. D. Shank slipped on an icy sidewalk and was pretty badly sprained and bruised, necessitating a vacation of five weeks.

Operator Campbell of Oxford Jct. was off several days with la grippe, Operator John McGuire relieving.

Operator M. E. Howlette supplied for several days at Elk River Jct. as agent. Operator M. Warner has been appointed there until Agent Rowe returns. We regret that Tom improves in health so slowly.

Miss Dallas Swords, daughter of Mr. and Mrs. J. N. Swords passed away on February 8th. The deceased was sixteen years old and been ill for five or six weeks. Mr. Swords has been agent at Wyoming for a number of years. The sympathy of the Employees' Magazine is extended to the family.

Brakeman Sidney Bonham was hurt while switching at Greeley. He is recovering slowly.

Conductors Geo. Vandercook and Benjamin Buckley attended the funeral of W. J. Durbin at Milwaukee.

In a derailment just west of Farley early in February Engineer David Gordon was thrown from engine and badly shaken up, nothing serious. We were all very glad of Davy's getting off so easily. We can't spare him yet. Fireman Nick Harry was not injured.

The following signal maintainers have been recently appointed: E. I. Bates, Delmar Jct., and L. C. Leavitt, Green Island.

Geo. E. Waugh visited in Marion briefly in the interest of the Magazine. We enjoy reading Mr. Waugh's interesting and enlightening write-ups of the various divisions. A large number of us were glad of the opportunity of meeting personally and becoming acquainted with the associate editor of the Milwaukee Employees' Magazine.

Ransom H. Gould, formerly operator at Marion yard and Louisa, passed away February 4th at the hospital at Iowa City. Ransom was an industrious and likable young man. His death is much regretted by many employees on the C. B. Iowa Division.

There are lots of news items about Eastern C. B. Iowa Division employees and their families at Savanna and we suggest that Paul Mullen, Charlie Welch or Geo. Layton take their pen in hand and send us a few each month.

Work commenced on the new tower at Paralta February 17th. The old one burned down last fall.

J. T. Gillick and A. E. Manchester were in Marion February 16th, en route west on tour of inspection.

T. L. Howlett has been appointed agent at Delhi, succeeding A. A. Schmidt.

Fred Dawson, formerly of Marion, has been in Marion recovering from injuries received while on duty at St. Maries, Ida. He was very anxious to get back to St. Maries, but gave no reasons.

J. J. Timson resumed work after six weeks' vacation.

Chas. Landis is again able to be around after a short illness.

F. Kalous, brakeman Eastern Division, had the misfortune to lose a couple of fingers recently but is improving rapidly.

A. J. Campbell has resumed work after two months' vacation.

S. C. Lawson, signal maintainer, and E. Gustafson, helper at Marion, have a new gas car.

C. I. Schaffer has resumed work at Indian Creek after a short visit with relatives in Wisconsin.

Joe Barnoske, former helper at Olin, has accepted a position with the freight department at Cedar Rapids. Joe continues though to make regular trips to Olin.

L. S. Dove has resumed work at Indian Creek, he having worked at the Marion yard during the absence of Mr. Campbell.

L. E. Mouser, operator, has returned to First East Marion Yard. Why is it that "Belfast" has such a heavy run of correspondence? There are no delays in getting the crews around.

He is all right. Who? "Sted."

Notes from the I. & W. N.

V. B. Ross.

General Foreman P. T. O'Neill has taken a three-months leave of absence and W. E. Smith, formerly shop foreman, is acting general foreman.

Mrs. Ellen Dolan, mother of the famous Dolan trio, George, Percy and Oswald (alias "Pud"), all old timers on the I. & W. N., underwent a serious operation at the Spirit Lake Hospital recently and is now reported to be on the road to a rapid recovery.

Incidentally the Dolan trio work in all branches of our mechanical department, George, an engineer; Percy, a machinist; and Oswald, a car repairer. Needless to say these Germans are loyal supporters of the Kaiser during the present conflict in Europe.

W. E. (Cy) Garrett, fireman, made a trip to Tacoma shops as messenger on Milwaukee engine 5611. This engine is now in the service of the I. & W. N. and Chief Dispatcher Molander says it is one of the best engines the Milwaukee ever had—in 1908.

We would like to hear more about the correspondents' convention, and would suggest that "Sted" favor us with an article in the next issue, offering suggestions, etc.

When T. MacFarlane, traveling engineer, was in Spirit Lake some few weeks ago, in conversation with our store clerk, Harry Sparshott, he confessed his weakness for English plum pudding. Recently, together with Trainmaster Ennis, he again visited Spirit Lake and dropped in to see us at the office of the A. M. Mrs. Sparshott had baked two English mince meat pies that morning, and on returning to work after lunch Harry brought one of them down as a sample to be divided 50-50 between MacFarlane and Ennis. However, these two gentlemen did not show up at the office in the afternoon (Spirit Lake is a dry town, too) and in consequence the pie was turned over to the office force for disposition. Thanks, Messrs. MacFarlane and Ennis—come again.

P. S. That sure was some pie.

The dry shed roof of the Panhandle Lumber Co., one of the I. & W. N.'s largest shippers, weighted down by the heavy recent snow, caved in during the noon hour last week. As from ten to fifteen men are employed in this shed, many fatalities were no doubt averted due to the shed falling while men were at lunch.

Agents and others on the I. & W. N. who can "dig up" a few items for the Employees' Magazine will be profoundly thanked by us if they will send same in to us so as to reach here not later than the 12th of the month. Our items must leave Spirit Lake on the 16th so as to reach the editor before the 20th. Help

the good work along, and get acquainted with the Magazine by contributing a few articles each month. Agent Snure at Metaline will please note and send us a cartoon once in a while.

General repairs have been completed on I. & W. N. engine 21 and a brand new coat of paint applied and she now leaves us for service on the Milwaukee main line as good as new. Milwaukee enginemen on the Idaho Division please note.

Should a census be taken of the tobacco users of this country, both smoking and smokeless (chewing) tobacco, to what particular class of men, both professional and laboring, would the majority be awarded? In the minds of any who read this question, are there any doubts but what the answer would be—the railroad men. Why, then, excepting the Zufedi cigarette, are there not more tobacco advertisements in the Milwaukee System Employees' Magazine, when all other monthly publications carry from two to three page ads, and don't reach one-third of the tobacco users our magazine does.

A young deer came out of the timber back of Spirit Lake last week and promenaded up our main thoroughfare. This event makes way for a paradox—Spirit Lake is noted for its many "dears," but this was the first "deer" that ever came to town. Come on you poets:—Dear-year-queer-deer-be—. The deer was captured by some of our juveniles and given a feast fit for the gods, after which it was turned loose to continue its wanderings. It might be said that while the dear deer was in captivity, the dear dears cast many sympathies on the dear deer. Ossifer—arrest him.

What's the matter with "Sted" for Grand Katakana or Most High and Worshipful Kuku Kaba of the correspondent's convention. (E. K. S.—About thirty-five cents will cover it.)

East and Middle I. & D. Division Items.

Mary W. Johnson.

L. T. Johnston, trainmaster, of Minneapolis, was a Mason City caller recently.

Conductor and Mrs. A. L. Kirbv were called upon to mourn the loss of their infant son, who passed away February 9th.

Interchange Clerk Theodore Potter was in Chicago recently on business connected with that office.

Passenger Conductor G. W. Bryan left Sunday for Florida to be gone a couple of months. Conductor J. W. McGuire has taken his run.

Conductor J. M. Delaney and family expect to leave this week for California.

Business on the East and Middle I. & D. Division has increased to such an extent that it has become necessary to put on two additional dispatchers. A. F. Mikesh and E. A. Farr will assume these positions.

Operator W. A. Beach, who has been at the Story Hospital at Mason City for the past three weeks, account an attack of appendicitis, has resumed work.

Wrecking Master J. R. Walsh attended the Auto Show at Chicago, and while there purchased an Apperson.

C. W. Harris, former yardmaster at Mason City, is in Chicago on business.

Dispatcher F. B. Smith, wife and daughter expect to leave for the Pacific coast in a few days to remain a month or six weeks.

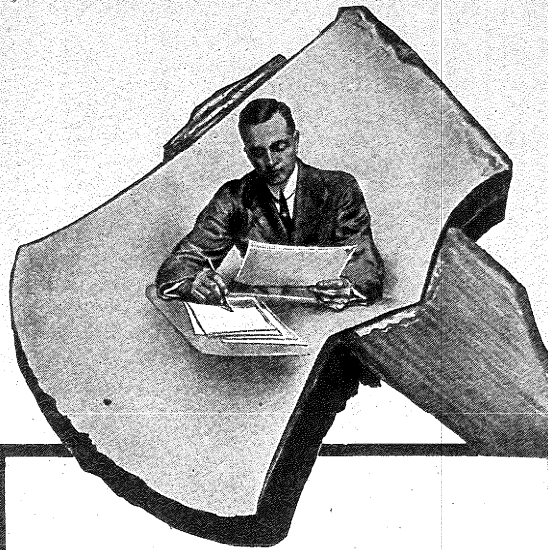
Miss Zaldee McCullow of Sanborn, daughter of Conductor G. N. McCullow, made a brief visit at Mason City recently.

Mrs. Lehman, wife of Baggageman Lehman, of Mason City, passed away at the Story Hospital, February 13th. Mr. Lehman has the sympathy of his railway associates in his affliction.

W. F. Harrison, agent at Mason City, who has been ill with grippe, is now able to resume his duties.

Mr. H. S. C. MacMillan, D. M. M., of Minneapolis, was in Mason City, February 15th.

Switchman F. H. Dickhoff is on the sick list.



The Trained Man Dodges the Axe

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

Efficiency means being a "Cracker Jack" at some particular work. It means being able to more than hold your own in filling a good job that pays a growing salary.

The International Correspondence Schools will impart *efficiency* to you in your own home during your spare time—no matter where you live or what you do.

It costs you *nothing* to learn how the I.C.S. can help you. Simply mark the attached coupon opposite the occupation you like best. Mail the coupon today. Doing so places you under no obligation.

You've got to get *efficiency* or eventually "get the axe." Choose today. **Mark the Coupon NOW.**

INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 1068, Scranton, Pa.

Please explain, without obligating me, how I can qualify for the position before which I mark X.

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

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

Name _____
Employed by _____
Street and No. _____
City _____ State _____
Present Occupation _____

A Record in Railroad Building—285 Miles in Two Hours and Forty Minutes.

Henry Walker.

A few days ago I had a visit from Bill and John Johnston of steam shovel fame, who are spending a few weeks in the land of sunshine and flowers. Having met W. M. Kellie, formerly superintendent of the H. & D., during the summer, I called him up on the phone at his home in Hollywood, and asked him if he knew they were in town. He had not heard of their arrival, but told me that he had seen Zack Cole a few days ago and gave me his address. I called Zack up and arranged for them all to meet at my office the next day.

I had known these men ever since I used to carry Dad's dinner down through the maze of tracks to the Old Shops at Sixth avenue south, and afterward when I entered the shops as an apprentice in the machine shop, and it was a great pleasure to meet them out here and hear them talk over old times. They all arrived in due time as per schedule, and all under full steam. They started in away back in 1865 (which was before I began railroading) and finished up the river and a few other divisions, recalled some of the old timers, Jimmie Waters, Charley Prior, Cuss Word Charley Case, J. O. Pattee, Jack Chalmers, Tom Downing, George Miles and dozens of others that helped to put the "Milwaukee" on the map.

Someone spoke of the building of the H. & D. division by former Superintendent W. M. Kellie. Well, they started in and with Zach Cole and the two Johnstons working steam shovels and Kellie bossing the job the dirt flew seven ways for Sunday. Occasionally they had a wreck and then the engine was sent to Minneapolis to the shop, and there is where I got a chance to help get it in shape again to continue the work.

It did not take long to grade the track and lay the rails to Hopkins and in a short time they had reached Glencoe, Bird Island, Granite Falls and Montevideo. Here they took a rest and recalled Bob Eddington and several of the old timers from that end of the line, but Zach looked at his watch and away they went again and had soon passed Appleton, and arrived at Ortonville. Well, here was another stop and we all went fishing in Big Stone Lake, and you ought to have seen the fish we caught; we shipped them back to Minneapolis in barrels and had them distributed among the shop boys. We got a fresh start and were soon at Milbank, where Johnny Dick was king of the roundhouse for so long. There was some hard work from Milbank to Summit, but with all hands hustling it was soon reached and then on to Waubay, Bristol, Andover, Groten, and at last they had the rails laid into Aberdeen. Bill Johnson looked at his watch and found he had just time to catch a car, and they all agreed that they never had two hours and forty minutes go so fast, but they had built the branch of a railroad that was destined to be one of the

great highways to the Pacific coast, and I had been taken back to my barefoot days and to many pleasant memories connected with my eleven years' service with the Milwaukee road.

First Railroad Was Particular.

Helga Hackstock.

I was greatly interested in an article I read in a daily paper some time ago relative to a code of rules used by the first railroad, a document still preserved in the archives of the Manchester and Liverpool Railway, and a copy of which was recently unearthed at the Union Pacific headquarters in Omaha.

The methods of that day contrasted deeply with those of the present day, and when one reads such an article it hardly seems possible that things could have changed to the present stage and sets one to wondering if our present methods will look so queer to the generations that follow.

I am quoting below the rules, thinking that they may interest some of the readers of the Magazine:

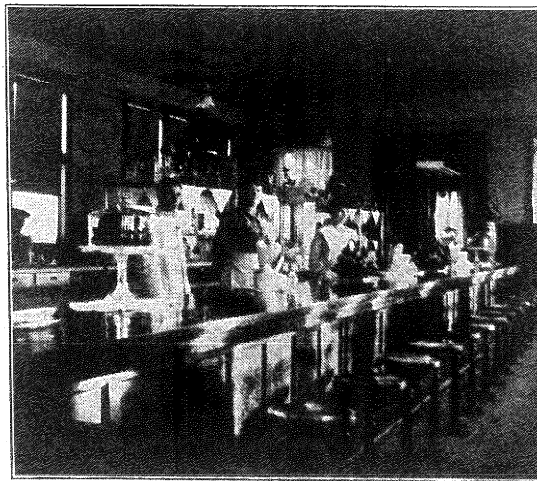
First—Any person desiring to travel from Liverpool to Manchester or the reverse, or any portion of the journey thereof, must, twenty-four hours beforehand, make application to the station agent at the place of departure, giving his name, address, place of birth, age, occupation and reason for desiring to travel.

Second—The station agent, upon assuring himself that the applicant desires to travel for just and lawful cause, shall thereupon issue a ticket to the applicant, who shall travel by the train named thereon.

Third—Trains will start at their point of departure as near schedule time as possible, but the company does not guarantee when they will reach their destination.

Fourth—Trains not reaching their destination before dark will put up at once for the several stopping places along the route for the night, and the passengers must pay and provide for their own lodging during the night.

Fifth—Luggage will be carried on the roof of the carriages. If such luggage gets wet the company will not be responsible for any loss attaching thereto.



Inter-State Lunch Room at Marmarth, N. Dak.

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Fill in the coupon below and get particulars at once. This offer may never appear again. Write today and find out all about our remarkable

This is one of the Remington models we place in the hands of each student

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TUITION HOME STUDY SCHOLARSHIPS

If you are willing to pay a nominal fee to cover text-books, lessons, pamphlets, printed matter, supplies, etc., needed in the course, we will make no charge for tuition and will **GUARANTEE TO TRAIN YOU UNTIL QUALIFIED** to hold any of the positions named in the coupon. Everybody should have a business training. Everybody today should know how to operate a typewriter. All our graduates are proficient typists. We send you a high-grade, fully guaranteed typewriter as soon as you are enrolled. Each student granted one of these **FREE TUITION SCHOLARSHIPS** is taught everything there is to know about the expert, all-finger (touch) method of typewriter operation.



Each machine warranted perfect and fully guaranteed. Dust cover and supplies included

We Train You By Mail

And Supply Choice of Fully Guaranteed Standard Typewriters

The Remington shown in this advertisement is only one of the several models supplied our students. If you act promptly we can send you practically any machine you wish—Remington, Oliver, Monarch, Underwood, L. C. Smith. Remember, there is no charge for tuition no matter how long a time you may require to complete the course. A few cents a day will pay for your text books and supplies. If you cannot pay cash in full we will trust you; we will allow you to make easy monthly payments. Can you ever say now that you never had an opportunity to get a good business training and be independent? If you are honest, if you are ambitious, if you are able to lay aside a few pennies a day to meet a small monthly payment for books and materials needed, then **MAIL THE COUPON RIGHT AWAY**. We will send full and complete information. You can be started upon the training of your choice without further delay. Our handsome illustrated catalog is free and will give you full information regarding the position for which you wish to qualify. In a few short months you should be ready for a good salary. We assist graduates to desirable positions. The use of our employment department will be free to you. Positions are open everywhere—many paying \$25 to \$50 a week. The demand for well-trained employees always exceeds the supply. The competent always have employment and good pay.

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Don't wait until to-morrow, next week, or next month. Send the coupon right now. Investigate this startling scholarship offer. Get that training, that position, that salary you so long have wanted. This is your opportunity—grasp it. If you want one of these scholarships you must hurry. Only a limited number will be given out. When these scholarships are gone there will be no more. We are making this great offer to advertise our courses and learn which typewriter is in greatest demand. No matter where you live we can train you thoroughly and quickly by mail. We have trained hundreds. We can train you.

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Chicago Univ. of C.

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- ☐ Stenographer and Bookkeeper
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Name

Address

Dr. C. M. Swale has been appointed company surgeon at Mason City.

Mrs. H. L. Biggs and daughter are visiting at Rapid City.

Passenger Engineer Rush Eddy, who has been ill for some time, is back on his run.

Raymond Perso, clerk in Roadmaster Anderson's office, anticipates leaving the last of the month for a visit with his sister in Chicago.

R. H. Hansen, freight house foreman, is visiting in Milwaukee.

Brakeman F. V. Walters is visiting friends at Britt.

Conductors E. A. Winter, H. F. Everts and Geo. Smith are on the sick list.

Stanley McPeake has assumed the position in superintendent's office formerly held by Richard Blanchard, who has taken a government position in Dubuque.

Boilermaker Wanberg of Minneapolis was in Mason City on business recently.

L. Anderson, who was disabled for a few days account injuries sustained from a fall, has sufficiently recovered to be able to resume his duties as roadmaster.

Idaho Division.

Engineer J. Donovan and Yard Foreman M. H. Donovan of St. Maries were called to Tomah, Wis., November 28th, on account of death of uncle, M. O. Donovan. They left on 16 same date, thanking Mr. Sawyer for getting permits and passes on such short notice.

L. J. Terrian is holding down 191 and 192 in place of Conductor Eldridge, who is visiting his family at Vermillion, S. D.

C. A. Olson, second trick operator St. Maries, is laying off few days taking in sights of Spokane. Relieved by Extra Operator O. F. Peterson.

Geo. Steiner on 91 and 92 in place of G. W. McGee, who is laying off, taking care of his mother, who was recently injured by a fall.

W. R. Russell is again on third despatching,

having been off few days account illness. He was relieved by Extra Dispatcher Monroe. Chief Dispatcher Malander returned from an eastern trip during the holidays. He was relieved by First Trick Dispatcher P. L. Hays.

Engineer Mead on No. 17 had the good luck to strike a deer and with the aid of a monkey wrench made "heap venison." Dock says "no sleeping out on ground and walking his legs off when he can sit still and get them."

Milwaukee Terminals Notes.

Josephine Healy.

Switchman D. W. Wilson, who was injured in an accident at the east end of the stock yards on Dec. 16, returned ready for duty on Jan. 21. We are all glad to see D. W. back on the job none the worse for his injury.

The extremely cold weather brought disaster to Caller "Bob" Smith, Muskego yard office, for in some mysterious way Bob lost his moustache. General opinion is that it was frozen off.

Switchman Edward Murtha returned to work on the night of Jan. 26, after being laid up with an injury to his leg received in Reed street yard the early part of the month.

Switchman John D. Schmitz was slightly injured in Muskego yard on Jan. 23 when he stepped on a nail, piercing his foot.

Switchman Joseph Hock was injured on the night of Jan. 24 when a car derailed on the stock yard lead.

Wm. McCullough, switchtender at West Milwaukee yards, returned for duty on Jan. 26. Mr. McCullough was slightly injured about the left leg on Jan. 22, when he was struck by a switch handle.

Mr. and Mrs. W. I. Pattison left on Jan. 28 for Niagara Falls, N. Y., to attend the funeral of Mr. Pattison's brother, who died of appendicitis at Trinity Hospital, Milwaukee.

The passing track at the C. A. Krause Milling Co.'s plant on the Menominee belt line was completed and ready for operation on

The Biggest and Best Hand Made

On the Market

On sale at all stands
and on trains along

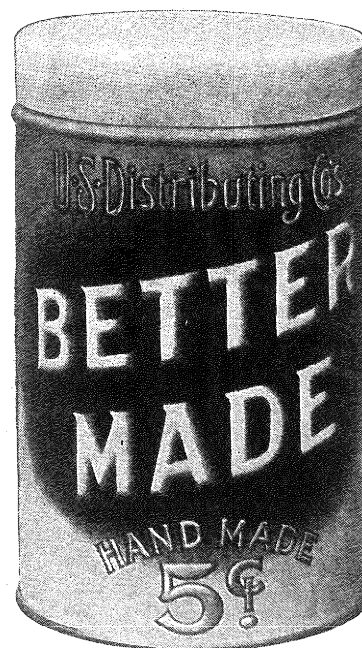
The Chicago Milwaukee & St. Paul Ry.

ASK FOR

"THAT CIGAR IN THE BLUE TIN"

The U. S. Distributing Co.

103 South Canal St. Chicago



Thursday, Jan. 21. Roadmaster Anderson is to be commended for the good work of his men in finishing up this track in such a hurry.

Roadmaster Anderson has left us, for a short vacation. He will make a short trip to Hayward, Wis., after which he will visit his mother at Winside, Neb.

Frank Schuster, employed at Warehouse 7, had his right foot injured on Jan. 27 when a box fell on it.

Switchman Anton Pfeifer, Air Line yard, was injured on the left leg on the night of Jan. 28.

Erwin J. Presser and Wm. Pilger, clerks in Agent Miller's office, made a sight-seeing trip to Beaver Dam the early part of the month.

Mrs. Fred Grieb departed the early part of February on an extended southern trip. Mrs. Grieb will be the guest of her sister at Mt. Dora, Fla., and will also stop over at Charleston, S. C., where she has friends.

Switchman P. B. Gilmore was injured about the head and right shoulder on Jan. 27, when he was knocked from the side of a car by a switch stand in the Coke plant yard.

Switchman Herbert Campbell is visiting his folks at Ludington, Mich.

Car Clerk Wm. McCarthy, West Allis, spent Feb. 6 and 7 with relatives at West Bend.

Guy L. Filer, night train clerk in Canal yard, enjoyed a week's visit with his mother-in-law and relatives at Rhinelander, returning on Tuesday, Feb. 2, taking up his duties with renewed spirit.

Wm. Marohn, night train clerk, is the proud father of a bouncing baby girl, who arrived recently.

Trainmaster C. S. Christoffer of the Superior division, visited the Milwaukee terminals on Thursday, Feb. 4. We see Mr. Christoffer so seldom we mark the calendar whenever he comes in.

Foreman "Matt" Mitchell had a letter from Bill Murray, switchman in the Milwaukee terminals, the other day. Bill is down in Florida, and he says he is having the time of his life. We don't know whether Bill expects us to believe this or not, but he said he went fishing the other day and caught six full-sized alligators. Some fisherman that Wm. Murray, eh? Well, anyway, we hope the rest will do him loads of good.

Neil Mackenzie, clerk in Agent Miller's office took a trip to Madison this month to meet one of his friends, Charles Murphy, of Galena, Ill.

Milton Straka, clerk in Mr. Miller's office, visited Madison on Sunday, Feb. 14, "to see the town," and he also intends to call on Agent Judge.

Now that the "jitney bus" is coming into its own, we hope that one of these conveyances will be installed between town and Muskego yard to transport the employes of Supt. Hinrich's office to and from their daily work. Perhaps this will save the correspondent the price of a pair of rubber boots.

The day the Magazine arrives we all heave a sigh of relief and prepare to take a day off to get acquainted.

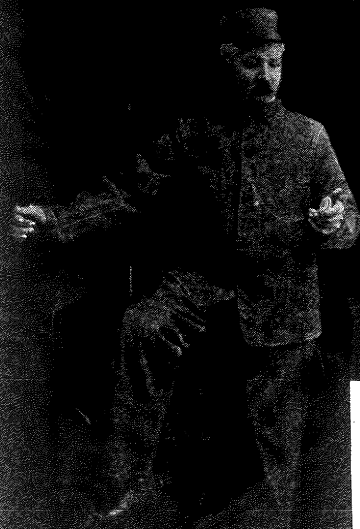
As for the Correspondents' Convention, count the Milwaukee terminals as being represented. It surely will be a treat to meet our fellow workers personally and exchange opinions. Perhaps we can prevail upon "Sted" to give us a curtain lecture on his method of obtaining news for his column. At any rate, count on me being there, right on the job every minute. I just can't wait.

Switchman Robert L. Stewart and family have gone to Freeland, Mich., to visit Mr. Stewart's parents, also his wife's folks.

Lorena Carrigan, stenographer in the general superintendent's office, is getting to be quite a musician. She has given several private recitals, at which yours truly was present, and I vouch for her talent.

Yard Conductor F. N. Mason and family left Milwaukee on the night of Feb. 13 to make a trip to Tennessee and Alabama.

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"Ace of Spades"
The Overalls that Don't Shrink



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

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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.

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MILWAUKEE RAILWAY SYSTEM

Scraps from the West End.

G. E. Pike.

We understand a petition is being circulated and will be presented to the editor requesting that the associate editor be allowed to come to the Puget Sound country and given at least a forty-eight hour stay. His trip was all too short to our beloved Seattle and Joe Ginnet is bemoaning the fact that he didn't get a chance to trim him at a game of pool. We don't believe he was allowed to get off Second Avenue and we want to assure him that our sights are not all confined to that thoroughfare. His brief visit was certainly a pleasure to all who met him.

"Cherub" Smith and Hugo Engle of the general freight office have their fishing trips planned for the entire season of 1915. It is to be hoped they bring back something more than "tales" this year.

The warm days of February started the baseball fever and the boys of the general offices may be seen each noon limbering up preparatory to their organization of a nine. It is to be hoped if they take a champion player from the general passenger office he won't get peeved this year and go back on them.

Mr. E. D. Kennedy, chief clerk, engineering department, has been nursing a broken collar bone. Ed claims he was trying to catch a street car and in some unaccountable way tripped and fell. Glad to say he is all right now.

Mr. R. M. Calkins, traffic manager, was in the East during February on a business trip.

Mr. G. W. Hibbard, general passenger agent, made a trip to Montana the first week of February, stopping at Deer Lodge, Missoula, where he attended the Red Apple banquet, Butte and also two days at Spokane on the return trip. He reports business quiet just now but everyone is talking Exposition and California for the summer.

The New Stuart building will be completed in a very short time and the rumors of moves in the general offices are now realities and almost any day you can see "Bernie" Long or some other chief clerk trotting along the halls with a blue print of the Stuart building in his hands seeking out some one who does not want to move and advising them that it is up to them. We hope to be able to send a cut of the building so that readers of the Magazine can see for themselves.

Miss Maud Snow expects to make a trip to Pullman, the home of the state college. She has an interest in the college and expects excellent results for the future.

A new organization called the 5:30 Club has been formed in the freight claim department. It might properly be called "Saving the Country" Club because the only questions discussed so far have been those pertaining to whether or not we are prepared for war and whether or not we should maintain a larger standing army. For full information see "Chet" Biggs, Jimmie Cummings or any one in the freight claim who would rather talk than eat.

A new disease has become very prevalent in Seattle and the physicians have diagnosed it as lapitis. It attacks only those who ride in jitneys and may come on a person at any moment while riding in one of them. Its chief cause is a fat woman sitting in some small man's lap or vice versa. One never could catch it in a street car because no one ever thinks of sitting in another passenger's lap, but it's different in a jitney. Wonder if this is the reason why so many like to ride in jitneys? We understand the habit isn't confined to stout and thin people but that—we are on a disagreeable subject. The other day when we were running down a few items someone advised us not to send in items of people being ill; that these were not good items, but to try to fill up the columns with cheerful stuff, so we won't attempt to dwell further on lapitis.

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Miss Evelyn Coleman, formerly stenographer in the engineering department, is back again relieving Miss Nettie Hammond, who is on an extended leave of absence.

Mr. H. L. Stuart of the engineering department left Seattle the early part of February, having accepted a position as clerk for Mr. F. B. Walker in charge of construction of sub-stations for the electrification department.

Mr. J. M. Gilman has become an expert "jitney" bus rider, as well as one or two others in the drafting room of the engineering department, among them Mr. Hawes. Both of them say they have a decided fondness for the "jitney" and prefer it to the street cars.

"Law" West has been nursing a bad eye for about two weeks. Inquiry as to the cause elicits the information that he was standing in front of the Times office at noon listening to how an I. W. W. would put a stop to the war in Europe, when a jitney came down University Street loaded with chickens and he strained his eye trying to find out what breed they were. He says he didn't learn and that he also lost out on the solution of the war.

Miss Houser of the car service department has been gathering red roses in February. The donor is evidently conversant with the flower dictionary.

C. H. Winter of the car service is not considered a man with nerves, but rumor says he almost had a nervous breakdown because one of the stenographers wanted to comb his hair.

Twin City Terminals.

Ella B. Carlsen.

The Misses Smith, Adams, Hennessey and O'Brien, the "Milwaukee" operators at Minneapolis, wish to thank their many friends through the columns of the Employees' Magazine for their very kind holiday remembrances.

Miss Carrie Zuhlsdorf, stenographer in Chief Carpenter King's office, spent the holidays in Milwaukee and reports having a pleasant time. Carl J. Peterson, check clerk, Twin City transfer, left recently on an extended trip through the east and will stop at New York and Boston.

Sexton Carling, freight handler, Twin City transfer, was recently married to Miss Esther Larson. Mr. Carling and his bride are spending their honeymoon in the west. The Magazine and friends wish the newlyweds much joy.

Floyd Artley, switchman, South Minneapolis, wife and little daughter, are making a visit at Gladstone, Mich.

The "girls" in the freight house are planning to show some of the "boys" in the freight house a jolly good time at a sleigh ride party Saturday evening, Jan. 23. We hope the girls will succeed and won't give them too much to eat.

The boys in the baggage room showed their appreciation of a "good boss" by presenting Mr. Wm. Smith, station baggage master at Minneapolis, with a meerschaum pipe for Christmas.

Mr. Jay L. Behnke, checker in the Minneapolis baggage room, is the proud father of a baby girl, born Dec. 22, 1914. Hearty congratulations to the parents.

We are glad to see Mr. R. F. Allerton, claim adjuster, among us again, after a long siege of illness.

We have just been informed of the marriage of Mr. Robert Goebel, assistant baggage master, Minneapolis, to Miss Ruth Hall. The Magazine and many friends extend to Mr. and Mrs. Goebel best wishes for a happy future.

Frank J. Detuncq, checkman, Minneapolis, spent a couple of days the past week with his parents at Murdock, Minn.

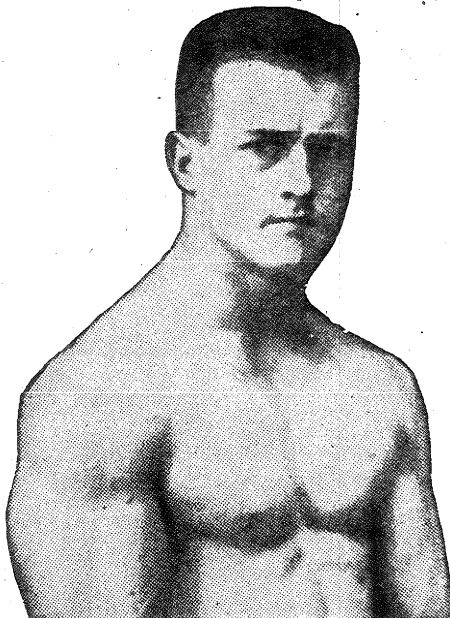
Geo. Cornish, checkman, Minneapolis, left last Thursday for Milwaukee to take in the "Gibbons and Clabby prize fight" and also to spend a few days with friends. We hope the fight turned out to his satisfaction.

"Gains 22 Pounds In 23 Days"

Remarkable Experience of F. Gagnon. Builds Up Weight Wonderfully

"I was all run down to the very bottom," writes F. Gagnon. "I had to quit work, I was so weak. Now, thanks to Sargol, I look like a new man. I gained 22 pounds in 23 days."

"Sargol has put 10 pounds on me in 14 days," states W. O. Roberts. "It has made me sleep well, enjoy what I ate and enabled me to work with interest and pleasure."



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More than half a million thin men and women have gladly made this test, and that Sargol does succeed, does make thin folks fat, even where all else has failed, is best proved by the tremendous business we have done. No drastic diet, flesh creams, massage, oils or emulsions, but a simple, harmless home treatment. Cut out the coupon and send for this free package today, inclosing only 10c in silver to help pay postage, packing, etc.

Address The Sargol Co., 601-C, Herald Bldg., Binghamton, N. Y. Take Sargol with your meals and watch it work. This test will tell the story.

Free Sargol Coupon

This coupon, with 10c in silver to help pay postage, packing, etc., and to show good faith, entitles holder to one 50c package of Sargol Free. Address the Sargol Co., 601-C, Herald Bldg., Binghamton, N. Y.

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**The Dexter Horton
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Seattle, Washington

Mr. Erickson of the mechanical department of West Milwaukee was in Minneapolis recently inspecting heating plants.

The C. M. & St. P. Company were successful in securing a large number of passengers from Minneapolis for Milwaukee, Jan. 13, to attend the pugilistic event between our St. Paul representative of the boxing art. This delegation returned by special train from Milwaukee. They pronounced our service first-class in every respect.

Messrs. W. E. Duckett and F. M. Sloane of the district engineer's office spent Saturday, Feb. 13, in Chicago attending the Cement show, and incidentally took on two of the expert bowlers in the chief engineer's office for a quiet little game. Needless to say the Minneapolis contingent walked away with the honors.

We have noticed recently that W. R. Powrie, district engineer, has been wearing the smile that won't come off, and inquiries disclose that a bouncing baby boy arrived at his home last Thursday, the 11th. Mrs. Powrie and baby are reported as doing very nicely. Congratulations.

Northern Division News.*T. D. Hoyt.*

Mrs. H. A. Hargraves suffered a severe illness during the early part of January.

Old friends of O. E. Bullis, former agent at Waukon, will be glad to hear that he is foreman of one of Menasha's largest paper mills.

The bridge and building crew under Tom Benning are repairing the Omro draw, putting in a new table.

Vernon Blanchard is still in Winneconne, enjoying his leisure.

The notes from our Northern Division have been so carelessly put aside that perchance, after a few of our brother employes give these the double O they will pluck up their nerve and (you know the pen is considered mightier than the sword) contribute a few notes from their immediate vicinity. So loosen up a few of your "thinks" and pony over.

News seems to be a very scarce article on this line, presumably for the reason that all who are working are working hard, especially during this period of cold weather. About the most important and interesting thing now days is the promotion of the Heater Car Club. Everybody seems to be talking refrigerators and heaters and from all indications we are all getting interested. While we have been making good progress in the promotion of our Heater Club we still have a few desirable ones we would like to initiate. Bro. Judge of Oshkosh, Wilson Markesan and Hellman of Berlin beyond question would make most suitable candidates and learn the art of trimming and splicing wicks without very much trouble. Should they meet with much trouble in making suitable progress, perhaps by taking a few lessons from their city firemen in climbing up and gliding down the brass pole would put them in shape and make them eligible to membership to our club.

Our old friend, Abner Race, who has been pulling the Portage passenger for some time, has gone into refrigeration until after the cold spell. The job is being taken care of by Heine Rief, who is always on time because he never hits any of Bob's high spots.

While I am writing this, news comes to me that the latest one of the Old Line men to shake off his single blessedness is Conductor Henry Ohly, an event which took place Saturday the 13th of this month. Who the fair lady formerly was I am not able to state; however, we all feel safe in congratulating Mr. and Mrs. Ohly and wishing them a happy and prosperous future.

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

Operator C. J. Fisher of Rondout has taken the position as agent at Grays Lake for ninety days. Mr. L. I. Perry, former agent at this place, has gone to Round Lake.

Brakeman William Gannon, of the Libertyville switch run, while attempting to couple a car at Rondout slipped and had his thumb cut off by the couplers.

Operator G. C. Odell of Soo Tower spent ten days making a trip through the south; he visited points in Georgia and Florida.

Conductor J. W. Kingsley is reported sick; he was relieved by J. D. Plumb.

Operator O. H. Keist, of Tower A23, has been in Chicago for several days; he was relieved by Operator G. L. Taylor.

Roadmaster E. Cush slipped on the ice at Solon Mills a few days ago causing him to fall, spraining his wrist.

Word was received by Operator J. R. Alleman that his brother Fred J. Alleman, agent at Tacoma, Wash., had been operated on for appendicitis. According to the latest report he is getting along first-rate.

Mr. C. W. Bush, agent at Round Lake, has taken a ninety days' leave of absence and is trying out the duties of traveling auditor.

Engineer Robert N. Scott and wife are enjoying a trip to California. They will visit the exposition at San Francisco, and figure to return about the first of May.

A few nights ago, in some unaccountable manner, a piece of parcel post mail matter exploded in one of the storage cars on train No. 57, setting the car on fire. This discovery was made between Ranney and Truesdell. The car was set out at Truesdell but could not be saved; it burned to the trucks.

Fireman O. E. Warner of Libertyville has been quite ill with pneumonia but is now able to get out and around a little.

Engineer W. G. Mann spent a few days at his home at Spring Green, Wis. Wallie is working on the Libertyville local in the place of Mr. Lee.

A bouncing baby boy born January 20th at Avalon to Mr. and Mrs. William Monahan.

Facts and Fancies from the S. M. West Division.*John Malone.*

On January 29th the trainmen of Madison gave a grand ball which exceeded the expectations of the most sanguine. The people of Madison and the employes in general compliment the trainmen on putting forth this entertainment, which was one of the cleanest and most enjoyable of occasions.

On February 16th while extra west, Westby, conductor, was taking water at Hatfield, Fireman Martin Nerdahl fell from the tender between the tender and head car and had his right leg run over just above the ankle, which had to be amputated at Madison that evening. The sympathy of the entire Division is extended to Mr. Nerdahl and his family in their misfortune, with the earnest hopes of his speedy recovery.

Our old time relief agent, A. E. Lambert, bid in Chandler agency permanent and is now safely installed there. We predict that if he would only take unto himself a "helpmate" his wanderings would cease.

On February 5th Conductor Killion and crew performed vallant service with the snow plow on the Second Division. He met with a few setbacks, but our "Snow King" was right on the job every minute and he upheld the honor of the west end in a very creditable manner.

Agent Gunderson is back on the job after his sojourn in the southern states. Relief Agent Bailly of Egan has returned to Flaudreau.

We have been having considerable snow the past few weeks on this Division, but with an ample supply of real good men we have been able to keep traffic moving in good shape.

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

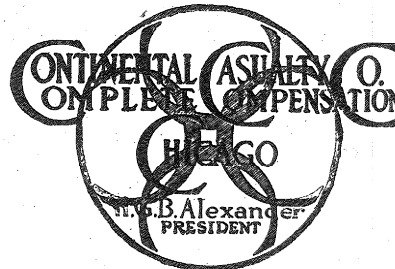
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Roadmaster W. H. Crabbs in some mysterious manner lost three dollars between Lane and Woonsocket last week while on the snow plow. Can it be possible that some "rustic granger" lifted him for it?

C. O. Lundquist, our popular machinist at the Madison roundhouse, surprised his many friends by quietly journeying to Sibux Falls February 10th and upon his return it was learned that a Mrs. Lundquist had been brought to our midst. We extend our heartiest congratulations to this happy couple. The bride was formerly Miss Mame Westerdahl of Fulda, Minn.

Agent R. N. Miner of Howard, away on a vacation, is being relieved by O. D. Theopolis of Jackson.

John Twillinger, our former pumper, is now running the stationary engine in the Madison roundhouse, where with the assistance of Night Foreman Lang they are keeping things in first class shape.

Whether you hold the convention on "Pike's Peak" or in the "Emerald Isle" I will be there.

River Division News.

H. D. Witte.

A number of changes have been made in the arrangement of the train dispatcher's office at Minneapolis. The assistant chief dispatcher and stenographer have been moved out into room 4, leaving the chief and trick dispatchers in room 3, thus making the office and methods of work much more convenient for all concerned.

After much study and thought on the part of the whole dispatcher's force, ably assisted by various volunteers, a new idea in ventilation was evolved, including a "Renshaw" cold air intake duct and an "Adams" discharge funnel. The whole idea does not include as much mechanical work as the building of a Vauclean four-cylinder compound locomotive, but reflects great credit on the originators of the method of ventilation. The overhear in the office, so frequently replenished by the remarks of the trick men when discussing matters on the road, is nicely taken care of by the above described system of ventilation and the whole force can now be said to be the most even tempered of any on the line—"they are mad all the time."

News from Mr. John Flemming, our congenial roundhouse foreman, who is spending a two weeks' vacation at Hot Springs, tells us of the beautiful spring weather they are having there. He is being relieved by Mr. H. F. Belitz of Minneapolis.

E. G. Reese, agent at Minneiska, went to Winona for a day recently, relieved by Operator King.

Can anyone guess the reason for esteemed Baggageman Mr. Nolan purchasing large boxes of flowers at Lake City and taking them on his run to La Crosse? I wonder who the lucky party can be?

Mr. Henry Wolfe, section foreman at Minneiska, who has been in the service 43 years, took a ten days' leave of absence, but is again on the job.

Baggageman Ed Tabbe noticed a hot journal on a passing train, swung them down and Conductor Taylor, in charge of the train, was notified, thus probably avoiding an accident.

Dr. Replogle, the company surgeon at Wabasha, was called to attend court at Le Sueur Center, Minn.

John O'Boyle's Banjo Recovered.

The populace in New Orleans was recently startled when an oyster fisherman brought up a banjo out of the depths of the Mississippi river. On tracing the ownership of the banjo it was learned that the instrument probably belonged to John O'Boyle, brakeman on the River division and one of the oldest employees on the Milwaukee Road.

How the banjo reached New Orleans is a strange tale. About forty years ago, the owner was a brakeman on the River division. An accident occurred one day to Brakeman O'Boyle's freight train—a coupling broke and several cars, including the caboose which contained the banjo and its owner, were uncere- moniously dumped through the open draw of the bridge at Hastings into the Mississippi river. O'Boyle swam ashore, but the banjo he put in "soak" remained unaccounted for until it turned up recently at New Orleans. The instrument has been in the water so long that it will now play nothing but Nep-tunes. They are sure it is the same banjo, because its tones are remembered by Conductor John Heberd, who heard O'Boyle's concerts when he was a boy.

Black Hills Items.

T. A. Biggs.

Engineer Max Newbowers was called to Sioux City because of the death of his brother, Frank, who has been running an engine on the S. C. & D. division for many years.

Conductor P. G. Gallagher was called to Ma- son City because of the death of his father.

Section Foreman James Waren was killed at the Rapid City crossing with the C. & N. W. His motor car was struck by a C. & N. W. switch engine.

Conductor Frank Maynard has been taking a few days off at Mitchell. He was relieved on 3 and 4 by F. M. Penrose.

Conductor Walter Mayo and wife are away on a trip to the Pacific coast which will last for two or three months.

At the present time, Feb. 18, the B. H. divi- sion is badly snowbound. The line has been opened up, Murdo to Chamberlain, but the ro- tary plow is making slow progress west on account of the snow being very wet and ten to fifteen feet deep.

Theo. Pfaff and wife attended the Knight Templars' ball at Chamberlain on Feb. 12.

Mrs. J. C. Pease and children of Kadoka were called to Yankton recently on account of the serious illness of her father.

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

Ruby Eckman.

Operator A. W. Callahan and A. Milligan, day baggageman at Manilla, were in Perry Jan. 26, attending a big session of the Masons. Both men are members of the order and are quite enthusiastic over the work.

Louis Brown, the youngest son of Engineer Jake Brown, has had the misfortune to lose a couple of fingers. He was at work on a planer in a carpenter shop when the board he was handling slipped, allowing his hand to come in contact with the knife.

The latter part of January news was re- ceived in Perry which was a pleasure to the friends of Signal Foreman A. T. Breetcher. The announcement was made that Mr. Breet- cher would be made signal supervisor of the Southern district, with headquarters at Sa- vanna.

Conductor F. S. Craig was at Milwaukee the latter part of January taking in the big prize fight.

Engineer A. S. Monroe of Council Bluffs was in Perry the latter part of January attending the Elks' fair. "Dad" has been making his home in Council Bluffs for a number of months since he was assigned to the west division way freight.

Fireman Alvin Hockett and wife welcomed a fine seven and a half pound son into their home at Perry on Jan. 21. Alvin says it is the best yet.

Jan. 21 at Marion, in the presence of a few friends, occurred the marriage of Brakeman Edward Fitzgerald and Miss Juanita Roddan, both of Perry. Ed is on the middle division and will make their home in Perry.

The latter part of January Mrs. V. Sowles, mother of Mrs. George Fenner of Perry,

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passed away at her home in Manilla after an illness lasting but a few days. Mr. and Mrs. Fenner had moved to Perry but a few days previous, his work as machinist being transferred to the Perry roundhouse.

Conductor Herbert Taylor of the middle division took a few weeks' layoff in January and February, and with his wife has been visiting in South Dakota with Herb's relatives.

Operator L. W. McMahon of Earling was taken quite sick the latter part of February and was compelled to lay off. His place was filled by Extra Operator Erven.

Brakeman V. E. Glasgow has resumed work after a layoff on account of sickness.

Brakeman E. B. Ohler has been navigating on one foot for a few days as the result of an injury.

Brakeman L. A. Fink has been off duty for some weeks on account of the death of his wife and the illness of his son.

Conductor W. C. Hayward has gone to Florida to look after some land interests.

Word from Conductor Ray Westbrook, who went to California for the benefit of his health, is to the effect that he is considerably improved and has gained considerable in weight.

Conductor H. E. Cooper was off duty the middle of February on account of sickness.

Glen Ward of the B. & B. department was called to Madrid the latter part of February by the death of his father-in-law.

Agent A. K. Fullerton was called to Illinois the latter part of February by the death of his mother. Operator Tritcheler relieved him.

Mrs. Guy Cooper, wife of one of the engineers who died a few weeks ago, has been very seriously sick with typhoid fever.

Switchman W. A. Parsons, who has been in the hospital some time on account of injuries received, was able to be out the latter part of February. He will visit with relatives in Kansas before resuming work.

Conductor George Van Tassel and wife have gone to California for a few months' visit.

John Fish, janitor at the depot at Perry, has gone to Florida for a six weeks' visit with his father, whom he has not seen for 26 years.

O. W. McBride, who has been signal maintainer at Slater, has gone to Savanna to take a position as clerk in the office of Signal Supervisor Breetcher. W. F. Seemith has been appointed as maintainer at Slater in Mr. McBride's place.

Mrs. W. A. Rouse, wife of one of the old employes at the roundhouse, has been quite seriously sick at her home in Perry for about five weeks.

A. J. Dettrick, A. M. Leavic and F. Cramer, who are working on the Des Moines division on runs out of Perry, have moved their families to Perry and will make their homes here in the future.

Operator Byrd, who is working at Ferguson, has been telling of a little occurrence which happened at Ferguson a few weeks ago. To those who understand the deal it was quite laughable. An emigrant car had been loaded at Ferguson and a short time before the train was due, which would pick up the car, the operator called the car repairer's attention to the fact that it would be a good thing for him to go up and look at the boxes on the car, to see if there was plenty of packing in them. The man who was with the car, thinking the operator alluded to the wooden boxes he had in the car, said: "Never mind, there are only a few old dishes in those boxes and I don't care if they do get broke."

Trans-Missouri Division West End Notes.

M. A. Tripp.

At the meeting of the O. R. C. and B. of R. T. held January 12th, 1915, at Mobridge, the following train men were delegates: J. E. Hendricks, A. L. Gates, Ed Boyd, "Boots" Richardson, Shorty Pullen, Art Hoopes, and J. E. Stapleton. We understand that this

meeting was one of the largest attended conventions ever held at Mobridge.

Engineer V. E. Freemore was called to Tomah, Wis., on January 25th on account death of his grandmother.

Conductor W. B. Fairchild after several months' absence has returned to train service on Musselshell Division. We are all glad to hear of his return.

Car Foreman T. J. Scanlon is spending two weeks' vacation in Toledo, O., and Peoria, Ill., visiting relatives.

Coupon Ticket Agents Beware: Observe supplement to Chicago Rate Sheet canceling all second class fares between Chicago and Atlantic Seaboard.

G. G. Thielen was called home to Minneapolis last month owing to the death of his mother. Mrs. Thielen will remain in Minneapolis for a few weeks.

Mr. H. Greenwood has succeeded J. R. Eck as manager of Interstate News Company's lunch counter at Marmarth. Mr. Greenwood has spent a number of years at this business and comes to us highly recommended. Mr. Eck has re-entered the service of the C. M. & St. P. Ry. as assistant to engineer in the electrical department, now working on electrification work between Harlowton and Butte.

At the last election the question of dividing Billings County, N. D., and making a new county was voted upon favorably and the new county is Slope County, N. D. Marmarth lost temporary county seat to Amidon, N. D., an inland town. It is hoped at the next regular election the permanent county seat will be Marmarth so that modern day facilities can be had instead of no facilities whatever as in the case of Amidon.

Roadmaster Burns is busily engaged in filling the ice house at Marmarth and smaller ice houses at various stations on his district for ensuing year. About 5,000 tons will be stored for summer use.

Boilermaker J. M. Bratley, who was displaced on account of reduction of force in roundhouse at Marmarth, is spending his time on a homestead near Belt, Montana.

E. D. Middleton, displaced on account reduction, left early in January for his 30-acre ranch and farm which he is putting in shape at Fresno, Calif. Mr. Middleton's family has been out in California for some months.

Joe Trendley, conductor west end, is spending a short vacation at his wife's home in St. Charles, Mo.

Any one finding a certificate of deposit in the amount of \$150 in favor of Brakeman Bob Blamford, lost anywhere between Chicago and Seattle, will receive liberal reward by returning same to Marmarth, N. D. (Who ever heard of a railroad man accumulating \$150?

Seattle Terminals

J. J. O'Meara.

Not so many faces, but plenty of punch left, thanks to the Panama Canal.

Traveling Auditor J. A. Dolly's son, Wilfred, is breaking in at the freight sheds.

Agent E. C. Richmond has moved into his new home on Queen Anne Hill.

Miss Bobbie Randall, forwarded abstract clerk, has shed her sweater. Signs of an early spring.

J. Bunnell, day herder, is contemplating putting his automobile in the "Jitney Bus" service.

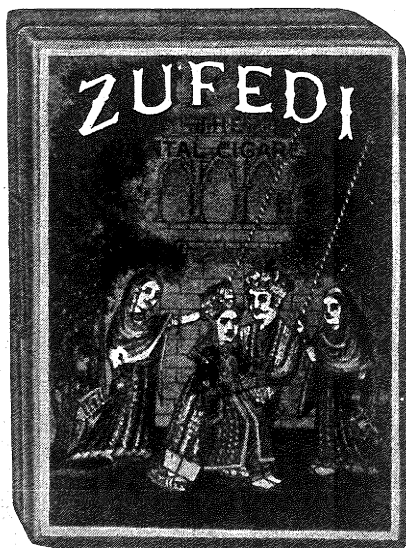
Capt. Harry Wilson of the Ballard Maru, an ardent Jitneyite, has bought a Ford.

Mrs. A. L. Poteet, stenographer to Agent Richmond, is suffering from a severe attack of Jitneyitis. At our next writing we hope to be able to report her much improved.

Roundhouse Foreman J. E. Brady says that he does not care which way local option goes as his engines drink nothing but pure Green River.

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"BEST BY TEST"



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Car Foreman A. W. Keading says if they don't quit trimming his car force tree there will soon be no branches left, only himself holding down the top.

Dock Foreman E. M. Lewis says "merrily on with the European war" as it is causing more Oriental business. He should worry.

Reuben Gould, assistant chief clerk and accountant at the local, is a proud daddy of a ten and one-half pound boy. Wonder if Rube has yet found the latest cure for colic.

H. H. Fellows, our genial agent at Ballard, says his two months' old daughter is getting so that she can talk like a shingle weaver.

Record Clerk W. H. Baxter is wearing a broad grin. Agent Richmond was overheard telling him the other day that we were going to get a McBee binder.

It is current rumor that if Engine Foreman McGallagher gets lost at Pine Tree Point another night and tells about it there is going to be trouble.

Miss Onnette Harrison, statistics clerk, reports a great many wild flowers in the Rainier Valley woods.

Bridge Foreman Long is wearing a look of relief since having finished repairs to our transfer landing. Says it is no fun working under a bridge in the dark with a rising tide chasing him.

C. L. Hammond, switching clerk, made his weekly trip to Rainier Valley. He says, "That's where you get the pies like mother makes."

G. A. Jones, cashier at the local, is looking real pert lately. George says he still saws that quarter of a cord of wood every morning before breakfast. It must be a good tonic as he is surely looking fine. Keep it up, George.

Track Foreman S. O. Wilson heaved a sigh of relief like a crossover compound when he finished the new track layout into the new Sears-Roebuck building. Sam says those are some tracks.

P. J. Shuler, O. S. & D. clerk at the local, has taken an extended leave of absence on account of his health. We will all miss Pat and hope that he will get the bloom back in those rosy cheeks and be with us again shortly.

With the O. S. & D. clerk temporarily leaving the service, Transit Clerk Trucky has been promoted to the O. S. & D. desk, Assistant Revising Clerk Holm to the transit desk, and Clerk Nelson to the assistant revising desk. Agent says, owing to the inroads of the Panama Canal we must take another hitch in our belts and double up on work Mr. Nelson was doing.

Warehouse Foreman Macklem the other day had on duty his lately adopted three-year-old son. Mack is some proud dad, and says he is going to start the boy in young and make a general manager of him.

Des Moines Division Notes.

Libbie A. Garber.

"Gee, but this is a dry town."

First Trick Operator Harry Calhoun of Rockwell City, Iowa, was on the sick list for several days recently.

Engineer Geo. Finnicum and wife were called to Redfield, Iowa, on account of the death of Mrs. Finnicum's uncle, February 4, 1915.

Mr. Geo. Foxhoven, cashier at Rockwell City, Iowa, spent Sunday, February 7th, with his sister at Sioux City, Iowa.

Mr. A. W. Hakes, relief agent this division, was appointed traveling auditor with headquarters at Des Moines, February 1st. Hope they all check up O. K. Mr. Hakes.

Section Foreman Chas. Crawford of Grimes, Iowa, spent last month visiting relatives at Oelwein, Iowa. Christ Dobberthein took care of the section during Mr. Crawford's absence.

Mrs. C. O. Burkhart, widow of one of our engineers, Des Moines, is on an extended trip, visiting relatives and friends at Lewiston,

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Idaho; Seattle, Portland and Los Angeles. She will return to Des Moines via Salt Lake City and Omaha.

Mr. S. E. Dime, chief clerk to Superintendent R. P. Edson, Des Moines, attended a meeting of superintendents' chief clerks, held in Mr. W. R. Morrison's office, Chicago, on February 3rd.

Brakeman Neal Horine of this division is making quite frequent visits to Manilla, Iowa. What's the attraction, Neal?

Railroading on the Des Moines Division was a strenuous proposition during the first week of February, due to the severe cold and stormy weather, especially north and west of Rockwell City.

Luella Dobberthein, daughter of Section Foreman Christ Dobberthein, Marathon, has recently undergone an operation on her right ear at Des Moines Hospital.

Brakeman M. A. Rowden, Des Moines, was laid up for about two weeks last month on account of having his left foot smashed while taking coal at Panora, Iowa, February 2nd.

Mrs. Virgil Johnson, wife of engineer, visited her parents at Lytton, Iowa, the fore part of the last month.

Assistant Engineer E. R. Webster of Marion, Iowa, with Chief Carpenter E. Collins of Perry and Roadmaster J. M. Nunn of Jefferson were in Des Moines, February 9th, inspecting the culverts located on our right of way between 18th and 20th streets, Des Moines.

A hot cinder lodged in the right eye of Fireman Wm. Murray while taking signals at Madrid, Iowa, February 1st. We are all glad that this did not prove serious, and that he was off duty but a few days.

The heartfelt sympathy of all employees on this division is extended to Mr. H. Pearl, agent at Adaza, Iowa, who was called upon to mourn the death of his mother at Jefferson, Iowa, February 12th. His vacancy was filled by Relief Agent Geo. Foxhaven.

Mrs. A. E. Eyres, wife of car repairer at Rockwell City, Iowa, was called to Chicago the middle of last month on account of the illness of her sister.

During the month of February the following officials visited at Des Moines: Vice President E. D. Sewall and General Superintendent W. S. Cooper of Chicago; Mr. G. G. Scott and Mr. G. G. Allen of Milwaukee.

Mr. J. C. Evans and wife of Marion, Iowa, were the guests of their son Mr. V. D. Evans, first trick dispatcher, Des Moines.

Conductor N. McGrath left February 13th for a week's stay at Chicago. While there he attended the election of new chairman of O. R. C. to take the place of Mr. Wm. Durbin, deceased.

Columbia Division.

"Sted."

E. K., what does "Visontlatasra" mean? Have looked all through the pure food laws and cannot locate. If it is a new brand of breakfast food please put us next?

Foreman Wm. Garrey of Tiflis is home from a visit in Spokane.

Conductor N. E. Woods and wife are parents of a girl born in Spokane, January 10th.

The recent sleigh riding party given in honor of Miss Charlotte Newton, stenographer, was a singular pleasure.

Judging from the items sent in by the different correspondents from over the System recently it would seem the Milwaukee had organized a Baby Club. T. R. please note.

Section Foreman Tilger of Revere does not think much of the old-year-out and new-year-in outbursts. The engines at Marengo celebrated in the usual way this year and Mr. Tilger arose, dressed and ran two miles down the track looking for a wreck. Better not ask him about it.

Mrs. Peter Mickelson of Malden, wife of Engineer Mickelson, recently underwent an

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Portfolio of Locomotives
Portfolio of Air Brake—Westinghouse
Portfolio of Air Brake—New York

For Shopmen

GROUP F—Locomotive Shops

Locomotive Appliances
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Air Brake—Construction and Working
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operation at the St. Maries hospital. Her speedy recovery is hoped for by all.

Editor "Sted," wife and daughter spent a recent two days at Ewan, the guests of Agent Mason and wife.

The B. of L. F. of Malden gave a ball the night of January 15th. A large crowd was present and every one had a good time.

Brakeman J. E. and J. A. Gray have returned from a Chicago visit.

Mrs. F. J. Ernster, wife of section foreman at Othello, visited in Ellensburg.

Brakeman W. H. Pearson has returned from an eastern trip.

Miss Ella Richardson, daughter of Conductor Richardson of Kittitas, visited in Tacoma.

T. J. O'Day, freight clerk at Malden, made a business trip to Spokane.

Miss Nina Burke is the guest of her uncle and aunt, J. E. Furr and wife of Othello. Miss Nina is fourteen years old and came all the way from Ireland unattended to make her call. Quite a trip for such a little lady.

Mrs. G. M. Schafer, wife of Brakeman Schafer of Cle Elum, was a Seattle visitor.

Agent R. B. Jose and wife of Thorp were shopping and visiting in Seattle.

Mrs. H. L. Johnsrud and son Howard, family of our Kittitas agent, are home from an eastern trip.

Brakeman B. C. Eiklor and wife visited with friends in Clinton.

Mrs. W. E. Jones, wife of Brakeman Jones of Malden, visited friends at Three Forks.

Relief Agent F. R. Smith and wife visited in Seattle.

Machinist J. F. Coleman of Malden visited his brother in Othello.

Train Dispatcher J. H. Vassey of Malden was looking after property interests in Mont.

Train Dispatcher R. W. Beal and wife with daughter Maxine of Malden are home from a Seattle trip.

Wire Chief Fred Washburn has been enjoying (?) a vacation. We are sorry to note our genial companion was somewhat under the weather but hope he will gain from now on. A joke or laugh helps out when work piles up over the sideboards and Fred is always there with the happy thought. C. E. Potter performed the duties of the office in his usual up-to-date style. A good pair and hard to beat.

Conductor Gephart is now on the Plummer-Marengo run. Back to the wilds of Montana for Leaming and Cummins. They'll be back when the baseball season opens.

Traveling Engineer Thos. McFarlane was acting foreman of the Malden roundhouse while Foreman Blaser enjoyed an extensive vacation.

Chief Clerk E. M. Grobel advises that Dispatcher Peterson is troubled with heart disease. We think different, if any thing it should be diagnosed as enlargement of this sympathetic organ.

The Malden and Othello ice houses are full to the top. Now bring on your fruit and fish shipments.

Conductor Henry Driscoll is one of Malden's newly elected aldermen. Congratulations are extended.

Mr. Paul W. Jordan, representing Kirkman's Science of Railways, has been introducing this work to employes of the Columbia division. Mr. Jordan has a pleasant address which, coupled with his talks on air to the train and enginemen, could not help but impress one he has a valuable library of knowledge for sale, especially for one who intends to make a living by railroading. In case you did not see him, the Cropleys carry an ad in the Magazine and a card dropped to their office will give you a very good idea of their publications and terms.

J. A. Eccles, trainman, formerly of Mobridge and Savanna, was a pleasant caller at the Malden offices recently. He requests us to send his regards to the Mobridge and Savanna

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boys through the columns of the Magazine. He is looking well and hearty, a fact his former friends will be glad to hear.

H. J. B. We'll bite. Why does the head brakeman always leave his tobacco in the caboose?

The O. R. C. of Malden gave a ball on February 15th for the benefit of Conductor Jack Reilly, who has been ill the past year. A large crowd attended and a neat sum was realized for their worthy brother. There are some bright spots in life even for those most afflicted and we know Mr. Reilly feels better for this demonstration of friendliness.

Jack Bryant is now employed on the Columbia Division, having accepted the position as timekeeper for Armstrong's gang on the west end. We would like to say something funny about Jack but he notified us the other day that if we monkeyed with his dignity he would take a fall out of us. It must be awful for a big man like Jack to be so blood-thirsty.

Mrs. H. H. Voshall, wife of Section Foreman Voshall at Beverly, visited in Cle Elum.

La Crosse Division Doings.

Guy E. Sampson.

Mr. Otto Day, pump man at New Lisbon, had the misfortune to be severely burned by a bursting steam pipe recently. All are pleased to hear that he is improving nicely.

Mr. V. Freemore, formerly a fireman on the W. V. division, now an engineer at Marmarth, was recently called to Tomah by the death of his grandmother. He returned to his duties Jan. 30.

Jan. 31 left the Lax division in a deplorable condition. The snow and sleet storm followed by heavy wind put the telegraph lines out of commission between Portage and Milwaukee. All passenger trains were got through by using two engines. Freight service was badly delayed on account of engines being able to pull only short trains. Snowplows and flangers were used as soon as the storm abated.

Western Union crew, consisting of fifteen men in charge of Foreman R. P. Cook, who have been doing general repair work on telegraph lines on West division, were hastily moved to the east end to help get service restored. Several miles of insulated cable were strung where poles and wires were down and the lines connected in this way, giving temporary service until poles and wires could be replaced.

Conductor George Acres was fortunate in laying off the day before the storm arrived. Conductor John Murphy was working in Mr. Acres' place on the M. & P. line.

Conductor Harry Hatch was laying off a few days the first of February nursing a pet (boil) on his neck.

Mike Donaly, first trick operator at Sparta, spent a couple of weeks at home recently on account of sickness. All are glad to notice him again at work.

Operator M. Layden worked in Mr. Donaly's place.

Mr. C. E. Hilliker, traveling freight and passenger agent, Des Moines, called on his Lax division friends the first part of February. He was on his way home from Canada, where he went to recuperate after a serious illness.

The Kilbourn fire department was called out one cold and stormy night during the latter part of January to put out a fire in a heated refrigerator car. Quick and faithful work no doubt saved, not only the car, but buildings adjacent to the tracks.

During the ice harvest two extra crews were used on the Viroqua branch. Sparta and all towns on the branch, Tomah and New Lisbon, were supplied from the Sparta ice fields.

Thos. Williams, once a Lax division operator, now a brakeman between Seattle and Tacoma, is spending the winter with his parents at Tomah. He will return west as soon as spring business opens up there.

Cured His RUPTURE

I was badly ruptured while lifting a trunk several years ago. Doctors said my only hope of cure was an operation. Trusses did me no good. Finally I got hold of something that quickly and completely cured me. Years have passed and the rupture has never returned, although I am doing hard work as a carpenter. There was no operation, no lost time, no trouble. I have nothing to sell, but will give full information about how you may find a complete cure without operation, if you write to me.—Eugene M. Pullen, Carpenter, 1036-A Marcellus Avenue, Manasquan, N. J. Better cut out this notice and show it to any others who are ruptured—you may save a life or at least stop the misery of rupture and the worry and danger of an operation.

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Who rides on a passenger train or on any other train or in a street car or any other public or private conveyance.

Every Living Man—

Who leaves his home in the morning in good health may be brought home at night dead, or at least injured or maimed, and knows he is constantly in danger and should be fully protected by accident insurance.

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C. C. SWINBORNE, Cashier
R. A. KUNKEL, Assistant Cashier
R. W. PLACE, Assistant Cashier

Conductor W. McQueeney, on the Portage-Milwaukee run, is enjoying a 30 days' leave of absence. Chas. McLaughlin is collecting fares in his place.

Mr. W. C. Zimmerman dispatched trains from Horicon for the Northern division during the storm the first few days of February, A. J. Stock relieving him at the chief dispatcher's office in Milwaukee.

T. C. Philbrook worked in Mr. Bowen's place during his absence from the chief dispatcher's office, caused by his being sent to Portage to dispatch trains during the wire failure.

Brakeman T. E. Johnson had the misfortune to fall from the top of a freight car and is as yet laid up from injuries received.

Miss Lula Brown, daughter of Passenger Conductor E. J. Brown, has returned to her home in La Crosse after a three months' visit with relatives in Milwaukee.

Feb. 13 Conductor Bert Hauer threw off the following note to his father, who is section foreman at Mauston: "A little girl wants to see her grandpa." When grandpa caught the note, baby Hauer was less than a day old and also held the distinction of being an only grandchild, so Grandpa and Grandma Hauer lost no time granting baby's wishes.

Jan. 20 the Sparta roundhouse, which in reality is a square brick structure, lost its roof. About midnight while the engine wiper, whose other duties took him nearly a half mile away, was absent fire was noticed in the roof. Engine 2063 was in the house at the time but quick work got her out while the cab was ablaze. Slight damage to the cab of engine and the roof of the round house covered the loss.

Supt. Thiele of the River division recently spent a day in La Crosse. Having a little spare time he took a short ride on the Lax division, taking No. 18 to Sparta and returned on No. 5. As Mr. Thiele was at one time a Lax division dispatcher we feel sure he enjoyed the ride over that portion of his old camping ground.

Supt. McDonald and Trainmaster D. E. Rositer were in La Crosse Feb. 16, this being their first visit to this part of the division since the severe snowstorm of Jan. 31. Apparently they found the La Crosse boys trying at least to do their best.

We wish to thank Mr. L. M. Donald of Milwaukee and Miss Madden of Sparta for their co-operation in getting items of interest for our monthly budget. Will be glad to mention any others who will kindly help us make the La Crosse division letter bigger and better.

Southern Minnesota (East).

T. P. Horton.

Was beginning to think I would have to send out another call for assistance but A. W. T. at Albert Lea saved the day with a few items. Here's a couple of 'em.

Station Baggage Man McCusker of Albert Lea recently made a flying trip to Waterloo where he took unto himself a wife. "Pack" is sure hustling some these days.

Operators at Albert Lea on first trick come on the west wind but we have hopes that B. D. Cornell from Chandler will prove a sticker.

Agent Steves has returned to Houston after several days spent in St. Paul attending Grand Lodge. Operator Langan at Houston visited his home at Wykoff, being relieved by Relief Agent Neal.

Extra Dispatcher R. E. Wood from Lanesboro, worked a few days at Madison relieving Dispatcher C. A. Berg, account sickness in the family. A new man named Paul filled in at Lanesboro.

"Brose" Egan at Rushford had a short vacation from his duties as agent, being relieved by Operator Rondeau, who has been on first at Albert Lea.

Relief Agent Neal worked a few days at Spring Valley while Agent Henricksen took a peek at the outer world and on his return

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hiked to Jackson and is now on second trick, while O. D. Theophilus is relieving on west end.

Operator Mikkelson at Wells was off for a few days attending the funeral of his uncle, who was a passenger conductor on the "Shasta Limited" out of Portland, Oregon, but was brought back to Blue Earth, Minn., for interment. Operator Bloom pushed the pen around Wells during "Mick's" absence.

Chief Dispatcher Sorenson sojourned a few days in the Lax Hospital but is now on the job once more.

There was an O. R. T. meeting at Austin a short time ago but trains did not run right for many to attend from the S. M. Division. We have had considerable wire trouble account of sleet and it is a pleasure the way some of the operators manage to get a piece of wire between different stations and keep trains moving.

"News" is scarce as scarce can be
So this is all from one T. P.

Rocky Mountain Notes. J. S. Eason.

C. M. Hayden, our worthy correspondent, having to undergo an operation, requested the writer to represent the division until he returns. At this writing George is getting along nicely.

M. W. McAull from Seattle is the new clerk in the superintendent's office. Mac was made acquainted with everybody and everything and he seemed to take to 728s. They work together.

Acting Chief Dispatcher Maggett made a brief visit to Butte on the 7th. On the way, at Piedmont, he met a pair of "Irish Eyes," who accompanied him to Butte. We did not get the name of the lassie, only we understand Maggie had a pretty Irish girl down the line. Hence "Irish Eyes."

Stenographer P. De Marse and wife were Butte visitors recently.

O. C. Linden is working first trick dispatcher's office, relieving G. M. Hayden.

R. A. Leeper took Linden's place on second trick.

W. E. Phelan, former timekeeper on Musselshell division, was appointed chief clerk to Superintendent Murphy, vice F. G. McGrane. We were sorry to see Mac go, but welcome Bill to our midst.

H. Wullenwauber is the new roadmasters' clerk.

Steam shovel crew, under O. Miller, have commenced operations at the Janney pit.

The officers' special passed over the division recently.

L. C. Searles is doing second trick in relay office.

Miss Ruth Wilkins, daughter of Trainmaster A. H. Wilkins of the R. M. division, has been appointed head of the new Milwaukee Hospital at Three Forks.

Changes in Milwaukee Shops.

Walter Alexander, district master mechanic for the road at Milwaukee, has severed his connection with the company to accept the office of railroad commissioner in the state of Wisconsin. The appointment was made by Governor E. L. Philipp and ratified by the Legislature.

The employees regret the loss of so popular and able an officer as Mr. Alexander, and he goes into his new office with the sincere well wishes of his former co-workers.

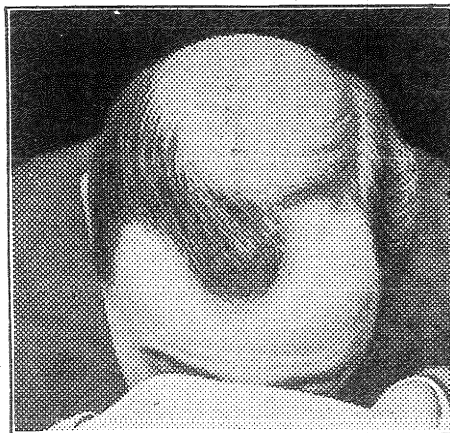
In his new office Mr. Alexander is serving the state for the second time, as he was formerly an instructor in the Wisconsin University at Madison.

A. Young, general foreman at the Western avenue (Chicago) roundhouse, was appointed on Feb. 4 to succeed Mr. Alexander as district master mechanic at Milwaukee. C. Lundburg succeeds Mr. Young as general foreman at Western avenue.

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Guarantee. Try It At Our Risk.—
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In Europe "Crystolis," the new English Hair Grower, has been called the most wonderful discovery of the century.

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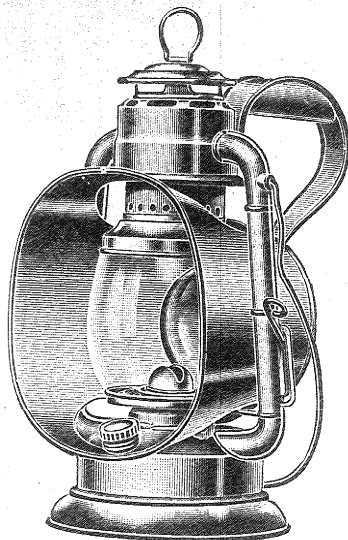
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CAR INSPECTOR LAMP
THAT WILL SATISFY ALL USERS
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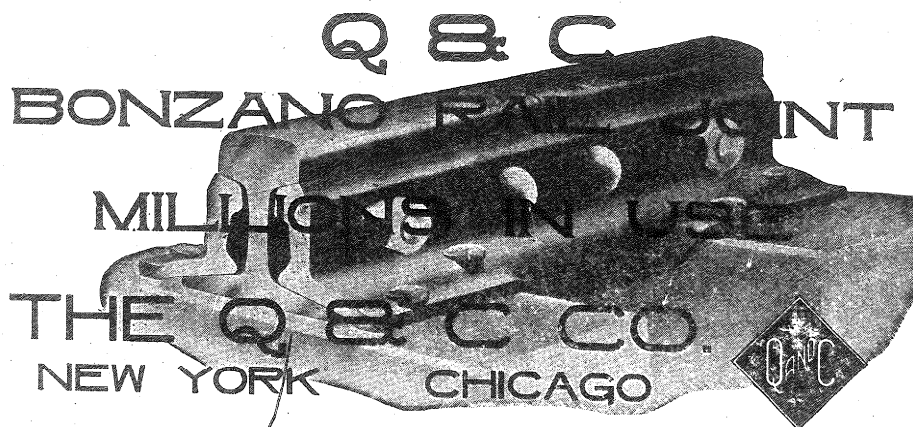
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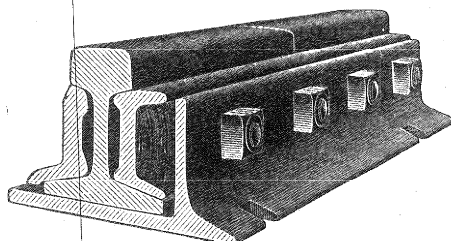


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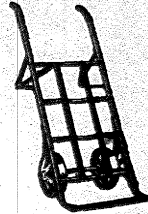
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