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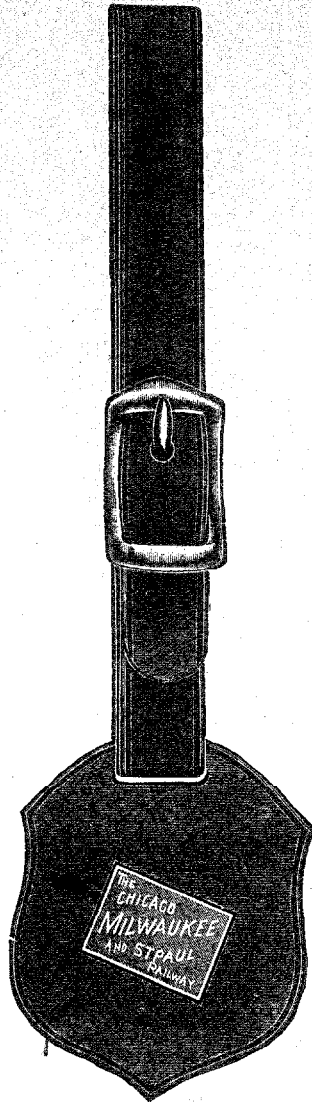
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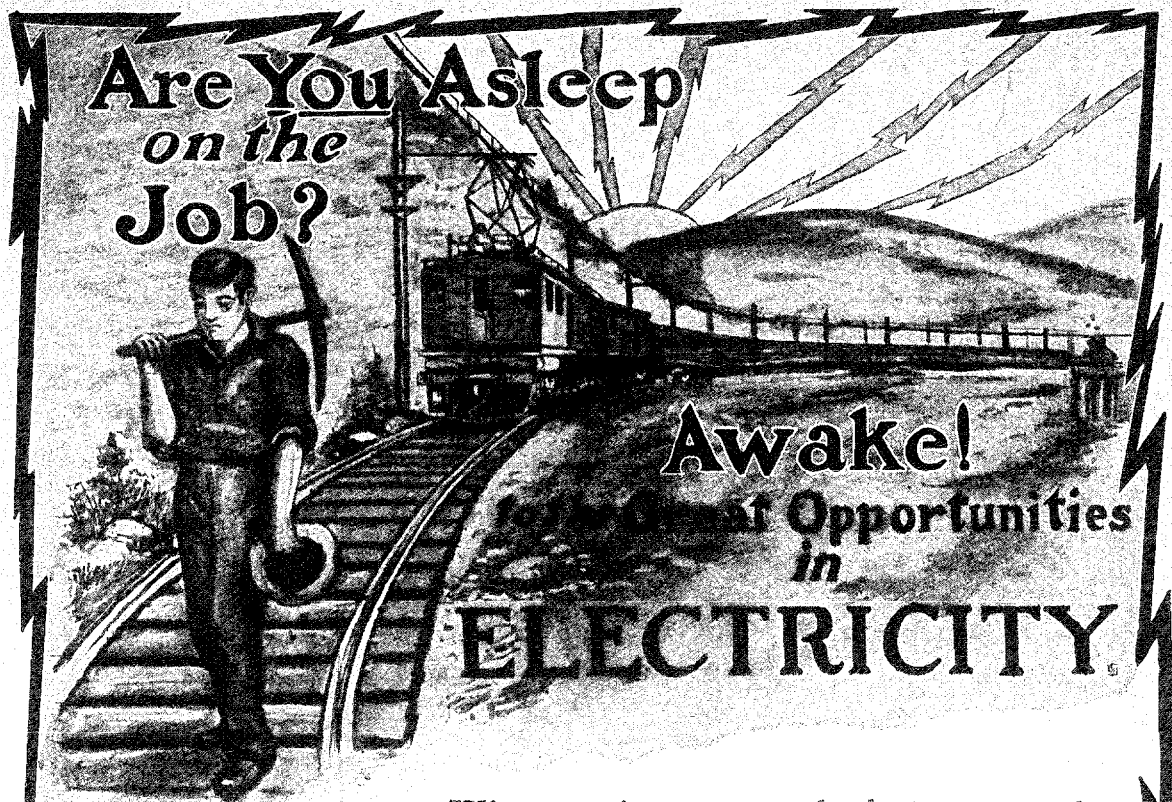
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JANUARY, 1918

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A PROCLAMATION

By the President of the United States

WHEREAS, the Congress of the United States, in the exercise of the constitutional authority vested in them, by joint resolution of the Senate and House of Representatives, bearing date April 6, 1917, resolved:

That the state of war between the United States and the imperial German government, which has thus been thrust upon the United States, is hereby formally declared; and that the President be, and he is hereby, authorized and directed to employ the entire naval and military forces of the United States and the resources of the government to carry on war against the imperial German government; and to bring the conflict to a successful termination, all of the resources of the country are hereby pledged by the Congress of the United States.

And by joint resolution bearing date of December 7, 1917, resolved:

That a state of war is hereby declared to exist between the United States of America and the imperial and royal Austro-Hungarian government; and that the President be, and he is hereby, authorized and directed to employ the entire naval and military forces of the United States and the resources of the government to carry on war against the imperial and royal Austro-Hungarian government; and to bring the conflict to a successful termination, all the resources of the country are hereby pledged by the Congress of the United States.

And whereas, it is provided by Section 1 of the Act approved August 29, 1916, entitled "An Act making appropriations for the support of the army for the fiscal year ending June 30, 1917, and for other purposes" as follows:

The President, in time of war, is empowered, through the Secretary of War, to take possession and assume control of any system

or systems of transportation, or any part thereof, and to utilize the same, to the exclusion, as far as may be necessary, of all other traffic thereon, for the transfer or transportation of troops, war material and equipment, or for such other purposes connected with the emergency as may be needful or desirable.

And whereas, it has now become necessary, in the national defense, to take possession and assume control of certain systems of transportation and to utilize the same, to the exclusion as far as may be necessary of other than war traffic thereon; for the transportation of troops, war material and equipment therefor, and for other needful and desirable purposes connected with the prosecution of the war;

Now, therefore, I, Woodrow Wilson, President of the United States, under and by virtue of the powers vested in me by the foregoing resolutions and statute, and by virtue of all other powers thereto me enabling, do hereby, through Newton D. Baker, Secretary of War, take possession and assume control at 12 o'clock noon on the 28th day of December, 1917, of each and every system of transportation and the appurtenances thereof located wholly or in part within the boundaries of the continental United States and consisting of railroads, and owned or controlled systems of coastwise and inland transportation, engaged in general transportation, whether operated by steam or by electric power, including also terminals, terminal companies and terminal associations, sleeping and parlor cars, private cars and private car lines, elevators, warehouses, telegraph and telephone lines, and all other equipment and appurtenances commonly used upon or operated as a part of such rail or combined rail and water systems of transportation—to the end that such systems of transportation be

utilized for the transfer and transportation of troops, war material and equipment, to the exclusion, so far as may be necessary, of all other traffic thereon; and that so far as such exclusive use be not necessary or desirable, such systems of transportation be operated and utilized in the performance of such other services as the national interest may require and of the usual and ordinary business and duties of common carriers.

It is hereby directed that the possession, control, operation, and utilization of such transportation systems hereby by me undertaken shall be exercised by and through William G. McAdoo, who is hereby appointed and designated director-general of railroads.

Said director may perform the duties imposed upon him so long and to such extent as he shall determine, through the boards of directors, receivers, officers, and employees of said systems of transportation.

Until and except so far as said director shall from time to time by general or special orders otherwise provide, the boards of directors, receivers, officers and employees of the various transportation systems shall continue the operation thereof in the usual and ordinary course of the business of common carriers in the names of their respective companies.

Until and except so far as said director shall, from time to time, otherwise, by general or special orders, determine, such systems of transportation shall remain subject to all existing statutes and orders of the Interstate Commerce Commission and to all statutes and orders of regulating commissions of the various states in which said systems or any part thereof may be situated. But any orders, general or special, hereafter made by said director shall have paramount authority and be obeyed as such.

Nothing herein shall be construed as now affecting the possession, operation, and control of street electric passenger railways, including railways commonly called interurbans, whether such railways be or be not owned or controlled by such railroad companies or systems.

By subsequent order and proclamation, if and when it shall be found necessary or desirable, possession, control, or operation may be taken of all or any part of such street railway systems, including subways and tun-

nels; and by subsequent order and proclamation, possession, control, and operation in whole or in part may also be relinquished to the owners thereof of any part of the railroad systems or rail and water systems, possession and control of which are hereby assumed.

The director shall, as soon as may be after having assumed such possession and control, enter upon negotiations with the several companies looking to agreements for just and reasonable compensation for the possession, use and control of their respective properties on the basis of an annual guaranteed compensation, above accruing depreciation and the maintenance of their properties, equivalent, as nearly as may be, to the average of the net operating income thereof for the three-year period ending June 30, 1917—the results of such negotiations to be reported to me for such action as may be appropriate and lawful.

But nothing herein contained, expressed, or implied, or hereafter done or suffered hereunder, shall be deemed in any way to impair the rights of the stockholders, bondholders, creditors, and other persons having interests in said systems of transportation or in the profits thereof, to receive just and adequate compensation for the use and control and operation of their property hereby assumed.

Regular dividends hitherto declared and maturing interest upon bonds, debentures, and other obligations may be paid in due course, and such regular dividends and interest may continue to be paid until and unless the said director shall from time to time otherwise, by general or special orders, determine; and subject to the approval of the director, the various carriers may agree upon and arrange for the renewal and extension of maturing obligations.

Except with the prior written assent of said director, no attachment by mesne process or on execution shall be levied on or against any of the property used by any of the said transportation systems in the conduct of their business as common carriers, but suits may be brought by and against said carriers and judgments rendered as hitherto until and except so far as said director may, by general or special orders, otherwise determine.

Washington, D. C., Dec. 28, 1917.

PRESIDENT AND DIRECTORS, C. M. & St. P. Ry.

Having assumed the duties imposed upon me by and in pursuance of the proclamation of the President, dated December 26, 1917, you will, until otherwise ordered, continue the operation of your road in conformity with said proclamation. You are requested to make every possible effort to increase efficiency and to move traffic by the most convenient and expeditious routes. I confidently count on your hearty co-operation. It is only through united effort, unselfish service and effective work that this War can be won and America's future be secured.

W. G. McADOO,
Director General of Railroads.

From and after 12 o'clock on said 28th day of December, 1917, all transportation systems included in this order and proclamation shall conclusively be deemed within the possession and control of said director without further act or notice.

But for the purpose of accounting said possession and control shall date from 12 o'clock midnight on December 31, 1917.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done by the President, through Newton D. Baker, Secretary of War, in the District of Columbia, this 26th day of December, in the year of our Lord One Thousand Nine Hundred and Seventeen and of the independence of the United States, the One Hundred and Forty-second.

WOODROW WILSON.

NEWTON D. BAKER.

Secretary of War.

By the President:

ROBERT LANSING,

Secretary of State.

Washington, D. C., December 28, 1917.

In consideration of and in compliance with the foregoing President Byram has addressed the following to
ALL EMPLOYEES

The government having assumed control of the railroads of the country, it would perhaps be well to give consideration to the object sought and what we can and should do to co-operate with the government director, and to assist in accomplishing the desired result.

In the first place, as we understand it, this action was taken for the purpose of producing the highest possible efficiency of the railroads during the war.

In addition to maintaining efficiency, it is necessary to conserve fuel, material and labor that are not essential to the main purpose.

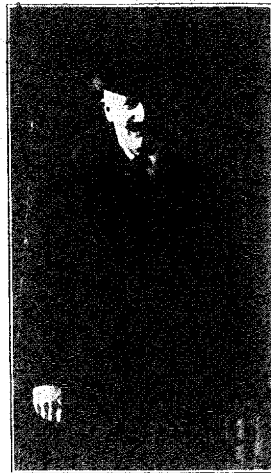
The railroad systems of today, having been built up on a competitive basis, there have crept into our operations many practices that, while not self-sustaining in themselves, have been deemed necessary for the protection of the systems as a whole, and it is the purpose of the government to make it possible to eliminate these wasteful practices and at the same time make room on the railroads for moving more efficiently and in greater volume the business of the country necessary for successfully conducting the war.

We must, therefore, look at the subject from an entirely new viewpoint and, disregarding to a considerable extent the question of competition which has heretofore controlled, we must figure on the most expeditious way to handle the business of the territory covered by our lines over the most direct routes or lines in the best condition to handle it, even if that line be controlled by some other company.

In the interest of saving fuel, labor and material, we should study carefully the elimination of superfluous and unnecessary

service of all kinds, having due regard for the necessity of affording reasonable service to the public, either via our own lines or those of some other company.

We should exercise the closest economy in the use of material and labor in every direction, always with a view to the main purpose of maintaining and operating the property in such way as to produce the most efficient and at the same time the most economical results.



Roadmaster McGee of the Southern Minnesota (west) Division. He is a veteran of the service, having been in the Milwaukee's employ almost continuously ever since he was 18 years of age, starting to work on the section at Chandler, Minn. At Forrestburg, S. D., he had charge of a section, and while there he was sent temporarily to supervise a crew that was surfacing the Soo Line between St. Paul and Sault Ste. Marie. Returning from there, he was given a section at Artesian, S. D., but most of his time, summers, was spent in charge of extra gangs in different places on the lines in Southern Minnesota and South Dakota. One summer, after coming to Madison, he laid steel on the "cut-off" between Sioux Falls and Madison.

In 1906 he was sent west of Aberdeen to "blaze a trail" for the forces on the Extension, spending several months surveying, locating gravel pits and scouting generally, for the men who were to follow. He tells many interesting stories of his Indian guides through that land of big wind and rattlesnakes. For the past ten years Mr. McGee has been located at Madison, S. D., and what time he could spare from his daily routine, has been spent in perfecting his railway mowing and discing machines. These have all had practical tests on the roadbed before patents were applied for. Patents were secured about two years ago.

DO YOUR EXTRA BIT

*Talk Made by E. A. Murphy, Freight Auditor,
to His Office Force.*

I believe that I am as patriotic as a good American citizen should be at this time, but I am not blind to the Kaiser's efficiency plans which he instituted in Germany and perfected during a period of twenty-five or thirty years, and now is attempting to make effective over almost the entire world. He has made it necessary for almost every big country in the world to withdraw from the fields of commerce and production millions of their best men and put them into the armies and navies of the world, and has forced all of these countries to increase their manufactures despite the fact that these millions of men have been withdrawn from the fields of production. I know of no other efficiency man who has been able to accomplish any such results.

The Kaiser has given us a choice. We can either, under our own direction, give up the very best men physically that we have; turn them into the Army and Navy and increase our production with what is left; or, we can put those efficiency plans into effect under his direction; and we have no other choice. We must do it either one way or the other, and almost all of the people of the world have elected to make this progress under their own direction and in their own way, rather than under the direction of the Kaiser, and they have increased production because there is nothing so wasteful as a battlefield. The products of manufacture that are wasted on the battle fronts would be almost enough to take care of the world in normal times; but all of those products wasted on the battle fronts, as well as those necessary to continue the rest of the world in its normal way, have been produced and they have been produced by people who have not been called into the Army and Navy.

I bring this to your attention for the

reason that each and every one of you is called on to do more now than you ever did in your life before. It is imperative that you should do this because production must be kept up to its maximum and it must be done without the help of the boys that are called into the service.

The President made three calls on the people of this country. The principal one was the call to military service. That call was answered by those best fitted physically, who have given up everything in answer thereto. They have given up their positions, their homes, their comforts, and stand ready, if need be, to give up their lives.

But there were two other calls—one of them calling for the conservation of food and the other for the conservation of labor. Much has already been said in regard to the conservation of food. The conservation of labor call is just as important, and I am now asking you to answer it in the same spirit as the boys who went to France, to Rockford and other training camps, have answered theirs. Give every effort within your power in answer to your call, which relates to labor.

While it is true that the movement of freight has been heavier within the past year than it ever was in the history of the country and that the gross revenues of our railway have been greater than ever before, the expenses have more than kept pace with the increased revenues, and the result is that with the greatest business that was ever handled over this road the net earnings have fallen off month by month and are now lower than they were in normal times.

There has been an appeal to the patriotism of the railway companies to maintain the transportation facilities up to the maximum, but there has been no material, if any, increase in railway rates. It should not be entirely incum-

bent on the stockholders of the railway companies to bear this patriotic burden alone. It is one which the employees as well as the stockholders are called upon to share. If we do not share it willingly and answer the President's call by giving to our work every ounce of energy that is in us, it is possible that we will adopt the Kaiser's efficiency plans under his direction, and I leave it to you now as to which plan you elect to follow: that is, whether you wish to take on this burden and bear it willingly during this crisis and not only meet all of the Kaiser's efficiency requirements, but go beyond that in order to beat him at his own game; or whether you will unwillingly later on adopt the Kaiser's efficiency plans under His Imperial Majesty's autocratic direction.

I want to call your attention to something else in connection with this matter, and that is this, that the world is now producing more than it ever did before, and it is doing it without the help of the boys that are in the Army and Navy. What do you suppose is going to happen when the war ends? When production drops back to normal and the Army is turned back again into the fields of commerce and production? Where will their places be?

I want to say this to you, that when one of those boys comes back to me from the trenches and tells me that he is ready to go to work, I am not going to say to him, "Yes, I know that you have been on the battle fronts of Europe; in answer to the President's call you gave up your home, your friends and your position, and you went over there and you stood in the wet and mud and you faced the firing of the enemy and risked your life and limb, but there is no place here for you; it will be necessary for you to walk the streets hunting for a job when there is no job."

No, I am not going to do that. If our organization is to expand and increase in order to handle the excess of business that is coming to us at this time, and in order to fill the places left vacant by the boys that have gone, then when they come back and production drops to normal, it is the fellow that

has refused to carry any share of the burden imposed upon us by this war, and who has worked only in order to profit himself by the confusion that exists, who will have to walk the street hunting for a job when there is no job. It is the organization that expands in that way in order to handle the increase and to fill the places made vacant, that will produce the men who will be walking the streets hunting for jobs. It will not be the efficient organization where each individual increased production and assumed the war burden that will have to be shrunk in order to meet those conditions when they arise.

I, therefore, demand of you that you fix it so that when our boys come home our organization will be normal and their places will be here waiting for them. Don't make it necessary to turn anyone out to walk the streets hunting for a job at that time.

Our Nation's Need.

E. W. Dutcher.

God never fails to find the man
When mighty deeds are waiting
For full perfection of His plan,
Some new, sublime creating—
When wrong has trampled o'er the land
And burdens hard oppress it,
The men are there on every hand,
To go in and possess it.

Today His voice is heard, and some
Have hearkened to its calling;
O men heroic, listen—come,
On you the need is falling;
Come to the field of active strife,
With brain and heart on fire:
A nation looks to you for life,
In you is its desire.

Put self aside, O man, today,
Be blind to all ambition;
'Tis God who calls; no hand can stay
His will till its fruition;
Your strength is needed in this hour
When truth and best endeavor
Are called to wield a mighty power,
And build to last forever.

Come at the call; some future day,
When human wrongs are righted,
Our land reclaimed from hostile sway,
Its heroes shall be knighted;
And priceless coronets of fame,
No kings of earth are wearing,
Shall bear untarnished every name,
In all its triumph sharing.

It Pays to Study Hard While at Work.

Byron P. Walker, Engineer, Coast Division.

Reading of the achievements of our Mr. A. J. Earling during his long connection with the C., M. & St. P. Ry., caused me to pause for a moment and reflect over the past, to recall the many young boys and girls of my school days, following their careers since they reached manhood and womanhood. Seeing also the many failures and few successes that have been made by them, the trying circumstances under which a few of them overcame seemingly insurmountable obstacles, winning their much-coveted goal, I can readily see that most of the failures could have been successes if their every moment had been carefully utilized.

Men and women who work, but who take time to develop themselves mentally, find life more pleasant and profitable than those who never look beyond their daily routine.

The vast majority of us must toil for our daily bread and butter, but our work should not and must not become all-absorbing. When the day's task is ended forget its care and responsibilities, and if you can spend your evenings to your own gratification, become interested in some subject that will broaden and develop your mentality.

In many lines of employment, in fact in nearly all lines of business or vocation, men or women are not required to be either students or thinkers; their work is all, or nearly all, of the hands and not of the head or mind.

But common sense tells us that the person who puts well-directed, intelligent and diligent effort into the task which confronts him becomes a more capable and efficient worker than those who perform their duty mechanically.

An evening spent in earnest study or attending a good lecture on worthwhile topics, or simply listening to the conversation of cultured people, will be a great help to any man or woman who is anxious to develop mentally.

The intelligent worker has countless advantages over those who have "no use for books."

Every employer knows he can rely

on the one who uses his brains in connection with the task in hand.

Persons who work mechanically may and often do acquit themselves satisfactorily. But when an emergency arises, it is the thinker who is called upon to straighten out the difficulty.

Too many people are satisfied to let each day come and go. When work is over, their minds turn to pleasure and, to some extent, this is as it should be, because everyone needs recreation of the right kind. But the young man or woman who hopes to rise above a mere existence in life must look beyond the figures on the pay envelope.

It is a grave and (later in life) a lamentable error to give up every spare hour to pleasure.

The season of youth is very brief, and unless one aspires to a career as a professional dancer, it's simply the rankest folly to follow all the new dances too closely.

Persons are judged by their conversation and deportment and not by their dancing, when it comes to a business decision. Those whose education is limited may rest assured they will not get very high up the ladder of success.

They will secure an opening in some line that calls for physical effort only and will never amount to any more and possibly not as much as the machine they operate.

Such people should not envy those who are advancing in similar work.

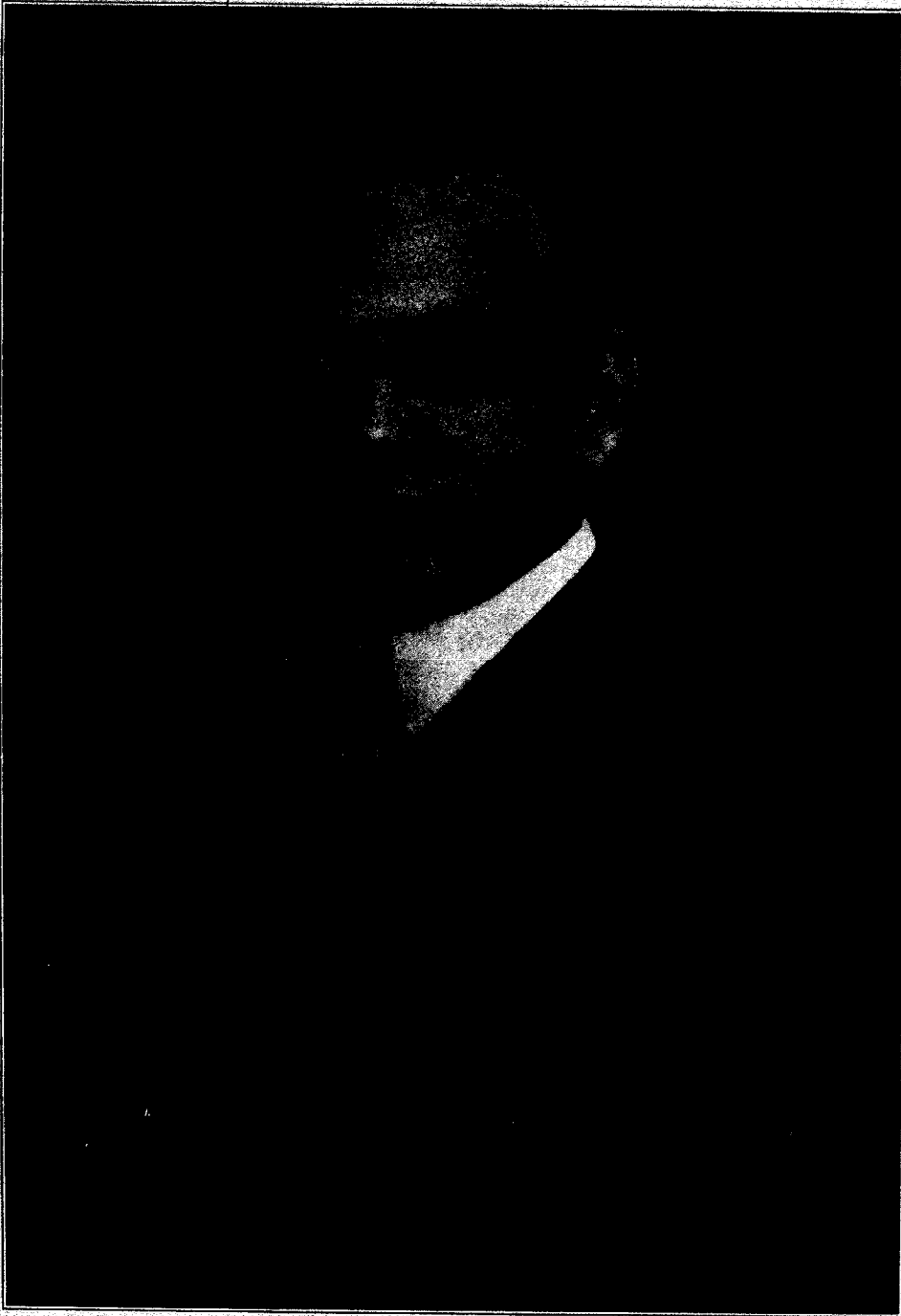
Those holding the better positions realized the importance of using their brains as well as their hands and quite naturally their efforts were rewarded.

We absolutely shape our own destiny by our individual efforts, and it is utterly useless to try to lay the blame on our parents or those with whom we associate for what we are.

We build our own surroundings as well as our failures and successes.

Our Roadmasters.

On account of other matter whose publication seems necessary this month, the story of our Senior Roadmasters, which was to have been continued in this magazine, is again postponed. Their friends will, however, hear from them next month.



General Manager, J. T. Gillick.

Divisional Accounting

G. J. Bunting.

The very life of railway corporations is dependent in an unprecedented degree upon ascertainment and proper presentation of facts as to operating costs and conditions, the facts in this case being represented by figures of results obtained. There was a time, and not so long ago, when comparatively little importance was attached by many operating officials, to statistical tables of results and comparisons; but in these days of narrow margins it is becoming recognized that a close study of such tables is indispensable to successful management.

The division superintendent of today is a man burdened with a stress of operating conditions which would strain the capacity of intelligent men in any line of business. His judgment must be instantly sure and effective in emergencies; and upon his tact and breadth of view depends his success with employes and the public. It is therefore easy to understand the division superintendent's possible impatience with the many statistical reports that are required from his office. With this fact in mind it is my desire to explain the purpose of what we term "divisional accounting," so that the practical connection between the figures indicating results and the results themselves, may be clearly apparent, and the closest co-operation of all employes be obtained.

In every line of business of any importance, nowadays, the **Cost of Production** is carefully established. This is compared with other periods of time and with the same costs in other similar enterprises, in order to arrive at the margin of profit, and to determine whether or not the business is being conducted safely and efficiently. No manager of any manufacturing or mercantile concern will attempt, in these times, to run his business haphazard—he has to have exact details as to the cost of every part of every article made or sold, and his accounting scheme is arranged accordingly. Each article or part is charged with the direct cost of production, and to this is added a proportionate share of "overhead" or general expenses. In its scientific application, this process is known as "Cost Accounting." A transportation company, strictly speaking, is not a manufacturer, nor has it commodities for sale, but it sells something nevertheless, and that is **Service**—transportation service. This service may be measured by units of ton miles, by passenger miles, train miles, etc., for which a certain restricted charge is made; and in order to determine the cost of furnishing this transportation service for the whole and for each part of the transportation distance and where possible effect certain fundamental economies the railway is divided

into sections known as **Accounting Divisions**, these being certain subdivisions of operating divisions.

An operating division is a portion of the line which, by reason of distance, trackage, physical or traffic conditions, or natural boundaries, comes logically within convenient supervisory area, in order that matters like maintenance, train service, other transportation expenses, etc., may be under the immediate and constant personal supervision of local officers in charge. An accounting division, however, is a portion of an operating division, divided arbitrarily at state lines (for the purpose of segregating statistics by states), or at junction points, to enable separations by main lines and branches. The cost of a unit of service on one division will be compared with the cost for the preceding month and for the same month the previous year. This enables the management to locate the sections that are comparatively weak, or where unusual conditions prevail which should be overcome or removed, resulting in strengthening the System as a whole. It has been demonstrated that this accomplishes more in a practical way than almost anything else in concise and comprehensive form.

The time is past when railway managements can be satisfied with producing sufficient revenue from their properties as a whole to meet operating and interest charges and have a little left for the owners. Under present conditions revenue charges are practically at a standstill, while labor and material costs are increasing at a rate that threatens, not only the absorption of total earnings, but an actual operating loss. It has become necessary, therefore, to apply every known scientific principle to the problem of railway management, and the comparison of costs, section by section, is one of them. This is the plan of divisional accounting now being introduced on this railway.

The results for each division, as finally compiled will show, among other items:

- (a) Train miles.
- (b) Net ton miles, tons per train mile, tons per loaded car mile.
- (c) Passenger miles.
- (d) Cost per mile in cents.

And this cost will be shown in detailed schedules for each accounting division, each operating division, by main line and branches, for each district and for the whole road divided between lines east and west of Mo-bridge. Provision has been made for the compilation of this information through instructions already issued; but too much stress cannot be laid upon the necessity of careful compliance by all concerned, with those instructions, in order to obtain a fair and correct showing for each division.

(a) It is obviously to the interest of every division superintendent to make sure that all trains are reported, so that his division may receive the credit due it for business handled; and for this purpose a daily train tonnage and fuel register has been provided (Form 110) to include all trains over a division, with complete statement of the tonnage carried. Should any train, or any part of the tonnage, not be shown on any single division, and the train miles not correctly figured, a poor showing for that division will result, because of the average pounds of coal used per one thousand ton miles, and other similar details. These reports are arranged so that particular care may be taken to see that trains are properly recorded—separating the branch line revenue trains from the main line revenue trains and the mixed trains from the regular trains—and instructions are given to forward these reports to the designated offices daily. Another form (110-F) giving the daily train tonnage and fuel register is used in checking the daily reports of tonnage and cars in freight trains, to make sure that reports have been rendered for all cars handled in the various freight trains. In order to keep step with the expedition necessary in a railway accounting office the daily report of tonnage and cars in freight trains are to be forwarded to the car accountant on the first passenger train leaving the terminal after the freight conductor has completed his run; and all of the cars he has had in his train are included in the report. The correct name and number of the station at which the train was made up and the correct name and number at which his run terminates, is shown by the conductor in the space provided on the daily report of tonnage in cars and freight trains (Form 105). Promptness on the part of the freight conductor in complying with the instructions in regard to forwarding this daily report is a requisite in rendering correct divisional statistics.

Under the present arrangement, effective December 1st, the car accountant's office will compile statistics, showing freight trains and freight car miles, by accounting divisions, with each accounting division separated as to train runs. These statistics will be neatly compiled, and again, promptness on the part of the conductors is necessary, in order that the superintendents may make the best possible showing as to train and car miles for their divisions. Illegibility requires that the report be sent back for correction and a clearer statement, resulting in discriminations against the division showing, which may of course be avoided by conductors exercising care to write their reports plainly.

Form 110-P, Daily Train Tonnage and Fuel Register, is used by the car accountant in making check of the Passenger Reports, Form 77. These reports are the basis for statistics in reference to the passenger train and passenger car miles on a division, and such statistics are also going to be set up as to train runs, and be furnished weekly. It will be seen that promptness, here, also is a necessary requisite, and passenger conductors

will be able to co-operate effectually by sending these reports, correctly compiled, to the car accountant on the first passenger train after their runs are completed.

(b) The credit to each operating division will be the tons one mile carried over that division. Tons one mile are computed by multiplying the tons of freight as shown on waybills, by the number of miles such tons moved over each operating division. This compilation is made by the freight auditor, from the waybills. Rubber stamps have been furnished to certain stations along the line, to be applied to the face of the waybills in the space provided near the lower left-hand corner, so that the freight auditor may determine the route which the freight followed in moving over the road. For example, shipments from Chicago to Minneapolis or west may move via Milwaukee, North McGregor and LaCrosse, or they may move via Milwaukee, Portage and LaCrosse; or again, they may move via Savanna and the Dubuque division. It is, therefore, necessary that some record be shown on the waybills, indicating the route followed by each shipment, and should the agent who has been provided with a rubber stamp, as above, not place the impression of the stamp on the waybill, the freight auditor, when he has received the waybill, will quite naturally route the shipment via the usual route followed for such business, and in that way, very probably he will be giving one operating division credit for having moved the tonnage, when as a matter of fact it had not moved that way at all. The operating expenses incurred in connection with that shipment, however, will be charged to the division over which the freight actually moved, but for which it has not received the credit to which it is entitled. The importance, therefore, of properly applying the stamp designating the routing, will be seen at once, and due care taken to have it always done. No superintendent or other employe wants a bad showing on his division and these are matters that lie in their own hands, under the present method of accounting.

With merchandise shipments, it is a little different, as these generally follow certain routes and are not often diverted from those routes. Moreover, the credit to an operating division from a shipment of merchandise or any less carload freight, is not as essential as it is in the matter of carload freight. We, therefore, have not required agents to place the routing stamps on waybills covering that class of business, and we believe that by crediting such movements to the normal ordinary routes, no injustice will obtain to any operating division, under ordinary circumstances. Of course if there is a blockade, due to washouts, or other natural causes, acting to divert all traffic from one division to another, then the tonnage for merchandise, as well as carload freight, will be credited to the route over which it moves.

There are a great many out of line and back-hauls in connection with merchandise shipments. For example, shipments destined to stations in Washington and originating

west of Chicago and Illinois, are moved into Chicago and consolidated with the Chicago freight, in solid cars for Seattle. The shipment, then, if destined to a point east of Seattle, is moved back from Seattle in way freight cars. No credit is given for the double haul in Illinois or for the haul west of destination in Washington. The example cited applies in connection with each consolidating station on our road. Credit to operating divisions will be given in connection with free company freight, as well as with commercial traffic.

There are over 500,000 local waybills issued each month on our road; 125,000 waybills covering freight from stations on our road to stations on other roads; 135,000 waybills covering freight from stations on other roads to stations on our road; 50,000 covering freight which originates and terminates on other roads but passes over our road enroute; and 25,000 waybills covering Free Company Freight—making in all 835,000 waybills. The average waybill covers $2\frac{1}{2}$ consignments of freight. We, therefore, are handling somewhat over 2,000,000 consignments of freight each month and the freight auditor will need all the assistance he can get from the agents in order to determine the exact route followed by each carload of freight.

And when such information is shown on the waybill the proper division will certainly get credit, for the reason that all of these statistics are prepared by means of electric machinery and cards which have been punched from the waybills, all of the information on the waybill being transferred to the cards by means of a punch which perforates the card in such a way that the electric machinery will assort, foot and record the data shown thereon.

Agents at junction points are required to send the freight auditor a copy of each transfer freight bill which is issued to accompany and act as a receipt for each through waybill delivered to the connecting roads, and to show on that transfer freight bill the stamps which have been placed on the waybill itself by agents along the line, indicating the route followed by the shipment, so that the agents at such points should apply their stamps to the waybill the same as they do in connection with a waybill covering freight terminating on our road, and the impressions of their stamps will be used in order to give their divisions the credit due for moving the freight.

(c) Reports of tickets sold, passengers carried, fares collected, etc., are made to the ticket auditor with equal promptness as freight reports to the freight auditor, and forms and specifications are furnished for that purpose, in order that passenger statistics may be compiled as correctly and expeditiously as freight statistics, for accounting divisions.

In the foregoing I have explained at some length and amplified upon the necessity of complying carefully and constantly with the instructions which have been sent out as to reporting all business handled. The cost of

handling this business is also a matter of paramount importance, and requires greater detail, at least so far as division superintendent's offices are concerned. Here teamwork may assert itself through co-ordinated effort to have vouchers, payrolls and bills forwarded in regular course, at the earliest practicable moment, because the accounts must be closed soon enough to permit the completion of the statements which are required within the time specified. These documents are distributed as to nature of expense, class of service and accounting divisions involved, in accordance with detailed instructions previously issued.

The auditor of material accounts has sent out full instructions to all concerned as to the manner and time of reporting labor and material expended in maintenance of way, structures, fuel consumed, engineering department expenses, etc.

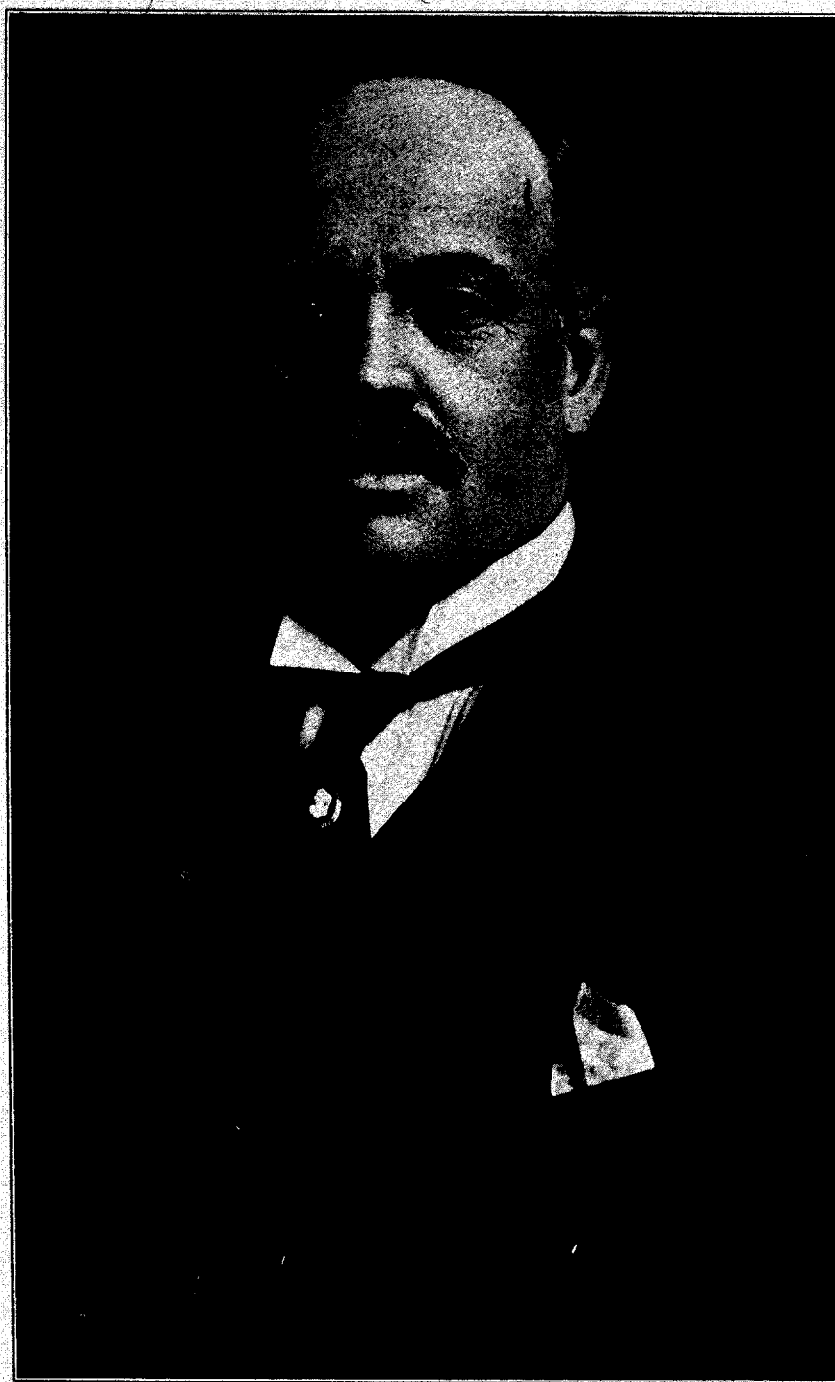
I do not believe it is generally realized what a great amount of detail work is involved in the preparation of the statements of expenses. The figures reach the final office from a great many different sources, and after they are assembled, distributed and balanced, they are transferred to blanket sheets about three feet square, which are photographed and reduced to quarter size. As there are ninety-three accounting divisions (excluding those classed as "common"), thirty-two operating divisions, five districts and two grand divisions of the system, figures for each to be detailed separately; and in addition to this, seven subsidiary lines to be similarly taken care of, it may be seen that there is a great amount of work to be done in a short space of time. However, I am confident that with the assistance and co-operation of all we shall be able to produce information of very great practical value to the management of this company.

In conclusion, may I not again remind those interested that the success of this method depends in a great measure upon themselves. Each office is expected to make its own arrangements, through the proper channels, for whatever is necessary in the way of facilities to do the work, and all of the officers of the accounting department are more than ready to render every assistance and give all information desired at any and all times that they may be of service.

The Car Department Poet.

No more chewing 'baccy, no more cussing—nevermore;
No more spitting idly at a distant cuspidor.
For the coming of the ladies, as was prophesied of yore,
Is a thing now of the present, as one may view past any door;
For there's nothing that the ladies will not attempt to do—
From the swinging of a hammer to the shining of a shoe.
The wailing of the gentlemen is heard in Kan-kakee,
The leading voices coming from the M. C. B. (Billing Office.)

—Milwaukee Shops.



R. M. Calkins, Vice-President

The Starry Flag

• *Sted.*

Somewhere in France there waves a flag whose stars each share a name, where each star fights for honest rights; they're there to win this game; 'way over there that flag afield, the red, the white, the blue—the stars all sing with righteous might: "We will not die, but DO." A new world star is on that flag, they've called her ILLINOIS, another brilliant twinkler is alive with NEW YORK boys, a fiery western searchlight has been christened IDAHO, another spark called IOWA is starring with the show; a star called MINNESOTA is called Old Vim and Life, another named WISCONSIN said she'd help to win the strife, a bright light hailed MISSOURI said her task had just begun, RHODE ISLAND is a little star but Hades with the gun. A great, big star called TEXAS sports spurs upon her boots, the modest star NEBRASKA claims her boys are full of shoots, MONTANA is another star to make those trenches sing, old PENNSYLVANIA claimed her sons would Hooverize the ring; another star called KANSAS is noted for the ease with which she handles firearms that will make those Germans sneeze, a towering COLORADO with a Pikes Peak bunch of boys was followed by a trailer called WYOMING—what a noise! One star called CALIFORNIA is endowed with warmth of sun, a glistener bright named OREGON would fight till all were done, a happy star is GEORGIA with her southern smile and ways, the star called NORTH CAROLINA said she dreamed of olden days when she and SOUTH CAROLINA as two stars were linked by love, but all that strife is over now, 'twas settled by the Dove; a merry light called MARYLAND is crammed with pluck and fight, the star LOUISIANA is banking on her might. A flowery star called FLORIDA accepts the Devil's dare, a western star named UTAH is a-jingling soldier's ware; a large, bright star is christened MAINE, her kids are big and brave; NEW HAMPSHIRE as a star is there but does not rare nor rave like Germans do when primed with lies about her fighting foes; NEW JERSEY is another blink to pile up German woes; a star ycleped NEW MEXICO is grit with dust and dash and counselled by CONNECTICUT to serve a German hash. A star named OKLAHOMA is gushing oil and fight, while ARIZONA swells the bunch that fights for human right; a star you know—VIRGINIA—is destined to be lucky, for on her flanks another shines and she is called KENTUCKY; while close to these another, WEST VIRGINIA she's styled; a fiery blaze called TENNESSEE is very seldom riled; a dreamy star, ARKANSAS, with a lanky lot of men; a laughing star from 'way up north is labeled MICHIGAN. And now pops out another star, they've called her ALABAMA, she vows her boys are strong on fight but yearning for Aunt Hannah; a quiet star moves softly by as if she's unaware, she is a scrapper from

the coast they've styled her DELAWARE; this time a star helps swell the list, her name comes soft and sippy, they've sized her up from front to back and called her MISSISSIPPI; the rugged star they've called VERMONT, her mountain sons are thinkers; the star called INDIANA is berimmed with coal and clinkers. OHIO is a chunky star with hordes of men and boys; the star called MASSACHUSETTS is a leader in the noise; two stars are called DAKOTAS—the NORTH star and the SOUTH—are there to drive those devilish lies back down the German mouth; the northwest star named WASHINGTON is grand and strong and tough, place your coin she is no bluffer when it comes to fighting stuff; NEVADA is a mountain star for deeds of might and force; there are some stars that now can shine but from another source. A grand, huge star, ALASKA, is bunged with snow and cold, her blood is hot for fighting and her actions quick and bold; a dusky star HAWAII seems to face her fight with smiles, she chose a star called PHILIPPINE to waltz her down the aisles.

It's the Star-Spangled Banner, the Red, White and Blue—dear flag of our country—we're fighting for you, when the world's war is over, whatever the fates, you're the flag of our country—the United States.

One of the proudest fathers we have recently met is Passenger Conductor Fred Wilder of Spokane. His son Harold has joined the navy and is now in San Francisco with the engineering corps.

Lonesome.

In this distant land with everything new,
Where life and lives are of a different hue,
Where everything is new to you and me,
Are you lonesome?

When you sat in the train one pitch-dark night,
A passing lantern your only light,
The stillness broken by the artillery fight,
Were you lonesome?

When the muffled tones of the Frenchman band
Played the tune of your native land,
And then the Marsellaise, and it so grand,
Were you lonesome?

Then up the darkened street you trod,
Murmuring a prayer unto your God,
Realizing that you were on a foreign sod,
Were you lonesome?

And when at last you chanced to sleep;
Into your dream there did creep
A loving face, and oh, so sweet—
Were you lonesome?

And now each day as you drill,
A feeling comes, just like a chill—
To pass away with battle's thrill—
Were you lonesome?

Or, as on your bunk you sit each night,
In memory's dream your mind takes flight,
And you think of a land where all is right,
You are lonesome, damn you,
You are lonesome.

—Ted Sullivan, Medical Corps,
13th Engineers, Railway.

Yard Clerk Lyle Cleaver, Marion, resigned his position, his place being filled by Frank Osborn.

Brakeman Wm. T. White, observing an aged man standing on the railroad track in Marion recently, just as the Pacific Limited was approaching, rushed out and pulled the man off, barely escaping being struck by the train. Mr. White will no doubt receive some recognition from the Carnegie Hero Fund for this good work. He deserves it, as he risked his own life in the effort.

B. E. Cochrane is acting lineman while Mr. Tobin is away.

News of "Our Boys" in Camp and Trench

Receipt of letters from Sergeant H. E. Reading, of Company D, Thirteenth Engineers, Railway, "somewhere in France"; from Private Arthur A. Bake, Company B, 313th Engineers, Camp Dodge, Iowa, and from M. L. Marshall, Company 10, First Battalion, Harvard University Radio School, contain the welcome news from the various fronts, camps and cantonments that the writers and comrades who are with them are well. Sergeant Reading points proudly to the fact that the Thirteenth Engineers was the first body of armed foreign troops to march in the streets of London since William the Conqueror, and the first American troops to occupy quarters built by America's distinguished champion, the Marquis de Lafayette. He speaks of the taking over of the French strategic railway and operating same with the strange and unaccustomed equipment common to foreign railways, but curious to American eyes. Company D seems to be "hitting the ball," and in many instances is doubling the capacity of the railroads.

In closing, he says: "All the Chicago Terminal boys join in wishing the magazine and the numerous friends at Galewood, Western Avenue, Halsted Street, Kinzie Street and North Chicago a Merry Christmas and Happy New Year." He finishes with a tribute to the magazine, which he says they are receiving with "appreciation and delight," hoping the good work will be continued—"not forgetting the boys at the front who are waiting and watching for same."

Private Bake's letter was written on Thanksgiving Day, after a "magnificent Thanksgiving Day feast" with all the turkey they could eat, and he said "the artful cook even took the precaution to add to the appearance of it by camouflaging the less choice pieces with white meat and head lettuce; so none of us had to content ourselves with the necks and wings alone." He, however, was thankful because the feast day did not come oftener, because it fell to his lot to wash the dishes, and says "only those who are familiar with my disposition can realize how I didn't enjoy it to juggle graniteware in cold water for three hours before I could see the bottom of the pan. Private Bake says Company B has quite a liberal allowance of Milwaukee employees in the persons of William (Fat) Carr and himself. "Huh! not so many, you say? Well, I forgot: all of you don't know Bill. So, for the benefit of those not on the R. & S., I will state that 'Fat' tips the scales at 200 pounds, and the only things in this camp that would fit him were a blanket and a pup tent; and though I am not so large myself, yet I am in the first platoon and my leggings don't come far above my ankles."

Private Bake also welcomes the magazine each month, and hopes it "continues to wander into the army camps." He concludes with sending holiday greetings to all his railroad friends.

The letter from Mr. Marshall was somewhat delayed in transmission. He enlisted from the I. & D. Division, and his letter addressed to one of his friends out there tells of his enlistment at Omaha, on July 12th; of being shipped from there to the U. S. Navy Yard at Mare Island, Cal., where he was transformed from civilian life to a real "Jackie." He enlisted as landsman for electrician in the radio branch, and took up that instruction at the Radio School at Mare Island. From that place he was sent to the Dunwoody Industrial Institute at Minneapolis, which had been turned over to the government for training men in different branches of the navy. He, with several comrades, left Mare Island on August 6th and traveled east via the S. P., O. W. R. & N. and C. M. & St. P., and he thinks that route covered the most beautiful scenery in the world. A feature that particularly interested him and his friends were the electrically operated trains of the Milwaukee.

In Portland the boys were entertained by a brother telegrapher, who was working as a chief operator for the Western Union. Their host would not allow the boys to pay for anything during the sightseeing trips, assuring them that

only Portland money was good in Portland when "Jackies" were to be entertained. In Minneapolis, Marshall and his comrades were put up at a hotel where they had "maid service"—something already quite unusual to the enlisted man who has to make his own bed and take care of his own belongings. The Minneapolis people treated them most hospitably, and they were loath to leave there on September 14th, when they received orders transferring them to the Harvard Radio School. The Minneapolis Institute, not being equipped with the navy regulation outfits for completing the course in radio training, it has been turned into a primary naval training school, and when the men are capable of receiving ten words a minute they are sent on to Harvard.

In Cambridge, the men receive the best of treatment, the people there making a point of inviting the boys in uniform into their homes, churches, etc., giving them free access to the Cambridge Y. M. C. A., entertaining them with socials, banquets, dances, historical sightseeing trips in autos—and "last, but not least, the young ladies play a very patriotic part by asking us into their homes, which often prevents many of the young fellows, as well as the older ones, from being led into habits that are not approved of by the navy, or by one's own parents." At the time the letter was written, Marshall was taking thirty words code, wireless, but is probably by this time assigned to regular service somewhere.

Letters and extracts from our boys will be gladly received, as it gives the magazine an opportunity to send the greetings of those at the front to their friends all over the system. But the war and navy departments have decided that the practice of publishing letters from the men is not desirable.

An extract from a letter dated November 17th, from one of the Cedar Rapids boys at the front, contains the following:

"They sure had some argument over on the front yesterday and last night, and from the sound of the balls, I think they made a few strikes. The other day I went to the hospital a quarter of a mile from here and got a hair-cut, shave, and moustache trimmed, and if you get the September 27th issue of Life, you will find a description of this barber shop. Al wrote me about leaving the cage and being on the rate job, but didn't say who took his place or anything about it, and your letter 'didn't help things a bit.' After asking about a claim case the company was settling, and inquiring how the 'uncollected' was running, I showed that the Milwaukee still has a strong hold on its boys when one of them close to the battle line in France is still worrying over the 'uncollected' in Cedar Rapids."

Letters from other members of Company D to various relatives give the cheering news that all are "doing their bit" along the sector to which they are assigned. There have been a few cases of sickness and minor accidents. Also one death from pneumonia (noticed elsewhere).

Portions of the fund donated for extra comforts, it is learned, is to be used to help fit up a permanent kitchen and mess hall for the boys, one which shall have a few more comforts and conveniences than is regularly provided. It is evident that the Milwaukee may well feel pride in the personnel of Company D. It is doing fine service cheerfully and establishing itself firmly in the hearts of its French commanders and associates, who look on the Americans as thoroughly reliable and thoroughly good fellows. We have word that the Christmas packages began to arrive in camp around December 5th, so it is confidently expected that the boxes all reached their destinations and made the boys of Company D a bit happier during the holiday season.

Some of the letters home tell of the Thanksgiving dinners at the various quarters of the company. Harold Arnold writes to Mr. Dimock on November 19th that the kitchen for his detail was finished and ready for the ceremony of cooking the Thanksgiving turkey. The turkey, however, turned out to be a goose, which he says was good, but rather old. The boys cooked it a long time, and they added to their Thanksgiving ration with apples, nuts, fresh bread and butter and dates, and he said it was "sure some good feed." Another "Thanksgiving Feed" some-

what curious to American boys, was the one a Chinese section gang fixed up for themselves after they discovered a nest of rats. They caught thirteen of them, cleaned and made stew of them. The American boys watched the operation, but when the hospitable Chinese invited them to dine, the Americans beat it precipitately. Company D also was the recipient of a consignment of tobacco from the Sun Tobacco Fund, and the boys got forty sacks "free—absolutely free." That will hearten them up until the consignments which are to go forward monthly, from the Christmas Fund, reach them.

Seven American locomotives arrived in their sector, one of them being numbered 13, and so the boys all got out when it came in at division headquarters, broke a bottle of wine over it and christened it "Chicago." Harold further writes that they have changed their cooking arrangements, and instead of him being cook every other day, he cooks a week at a time and lays off three weeks from that job while the others do their stunt. His detail as the letter was written, was from December 5th to 12th. He says he can cook, too. His family intend to cut the high cost of "a cook" when Harold comes home. He is also some laundry man, and has found out the advantages of hot water over cold, in the process. Further reductions in household expenses after his return, are foreshadowed.



Captain "Jerry" Welch, Company S, 11th Infantry, I. N. G.

Honors to Captain Welch.

"After the cares of the day" on December 20th, members of the Accounting Department staff and employees gathered in the office of Assistant General Auditor "Jerry" Welsh, to listen (they were informed) to a grievance committee. Comptroller G. J. Bunting arrived to conduct the meeting, and found he had only the pleasant duty of making a presentation speech to "Captain Welch" and invest him with a handsome sword and belt, the gift of employees of the Accounting Department in the Railway Exchange. Mr. Bunting said:

Ladies and Gentlemen:—I little realized the importance of this meeting when I was first told that a grievance committee desired me to act as their spokesman on the present occasion. It is unusual for an officer to head a grievance committee of his own department, but I have, now, been fully advised and have a clear understanding of the purpose for which this committee has been appointed. While I am, myself, in full sympathy with the movement, I am sorry we haven't a better representation here than we have, in order that the matter about which I am now to speak might be brought to a better conclusion than will be possible under the circumstances.

Personally speaking, I never received a grievance committee before, but this happens to be an occasion particularly pleasing to me. The grievance, I believe, is directed against Assistant General Auditor Welch and as the committee expressed itself to me, I understand that the Accounting Department forces feel that they would like to give him some recognition as captain of our volunteer state troops of Illinois, and they desire to present him with something which will

ever be remembered by him as an expression of the honor they had for him in possible sacrifices he assumes as captain of Company D. I am in perfect sympathy with the committee and commend them for their move, and therefore it becomes my great pleasure to present to Mr. Welch, our Captain Welch, a little token of the esteem and good will which the Accounting Department feels for him as Captain of Company D, 11th Regiment I. N. G.

Mr. Welch, taken completely by surprise, thanked the committee saying that if he had had any intimation of the occasion, he would have tried to think up something nice to say to the committee, but all he could say was of his appreciation and thanked them from the bottom of his heart.

R. M. Calkins, Vice-President in Charge of Traffic.

R. M. Calkins, formerly traffic manager of the Puget Sound Lines, was elected vice-president in charge of both passenger and freight traffic of lines east and west, vice E. S. Keeley and J. H. Hiland, resigned.

Mr. Calkins is a Milwaukee man, having been identified with the system for thirty-eight years. He started his railroad career in 1879 as helper at Monticello, Iowa, station. He worked as telegrapher and handy man, acquiring the basis of his present broad knowledge of railroad business and affairs. From Monticello he transferred to Sigourney as agent, and was successively agent at Kansas City, division freight and passenger agent at Mason City, general freight and passenger agent of the Des Moines Northern & Western when it was absorbed by the Milwaukee, when he became assistant general freight and passenger agent of this company with headquarters at Des Moines, transferring from that point to Chicago in 1898. In 1908, after construction on the extension had progressed well into Montana, Mr. Calkins went to Butte as G. F. & P. A., becoming traffic manager of the Puget Sound Line, with headquarters at Seattle in 1910.

Vice-President Calkins is a master of organization, and one of the finest examples of teamwork is the "loyal bunch" he left behind at Seattle to regret his removal as their immediate leader. One of his leading qualities is enthusiasm. His policies are aggressive and constructive, his interest infectious and productive of results. He is a tireless worker with a personal knowledge of the entire territory tributary to the Milwaukee System. Moreover, he has an intimate knowledge gained from a comprehensive trip and exhaustive study of business conditions in the Orient. He knows, unerringly, the resources and necessities of the great Northwest and far west and far Alaska, and he is a persistent booster of the Pacific north country.

Sted Says

At the beginning of the war the eyes of the German Emperor looked like this o-o. When the American troops arrived somewhere in France they expanded like this O—O. When the American troops depart for home they will look like this

James Lynch, car repairer at Malden, made a hasty call at the superintendent's office recently. Jimmie has been under the weather the past few weeks and was looking for a doctor. It takes more than a stomach ache, though, to wear out Jimmie's good-natured smile and happy salutation.

A New Year's Resolution

Are we going to win this war? I am not asking that question because I personally have any fear for the final outcome. It is said that the English always win the last battle, and as the Sammies are fighting side by side with the Tommies, and the brave Frenchmen still hold their front, I have the feeling that the last battle will leave the victory with us. But even so, are we doing our utmost to bring that victory quickly? The signals in the skies seem to wig-wag a negative reply. We are doing much, but speed, speed, speed and co-ordination of every resource and every agency is the absolute necessity at this time. If ever German "kultur" needed a defense from "where Germany sits," just look at the great German war machine with every German resource and German agency keyed to the limit to keep it going. We may not approve of "kultur" applied to those purposes—no free and independent people does—but "set a thief to catch a thief" and fight "kultur" with the most intensive teamwork of which we are capable, if we would beat it to a finish before it takes all of our boys and absorbs our vitalities and our resources for untold years to come.

The nation now needs this kind of intensive co-operation from every branch of industry—from none so much as the transportation. The railroads responded to the war call at the earliest moment; the railroads' war board was on active duty before we had been declared in a state of war thirty days, and the service its thorough co-operation has been to the country is incalculable. But the country's transportation needs have augmented beyond bounds, and the facilities of the railroads are practically at a standstill. The need, therefore, for the closest co-ordination of all the facilities and resources of all the railroads in the country is insistent, and the war board is doing its utmost to cope with the situation. Their measure of success has been nothing short of phenomenal, and daily, with patience and persevering endeavor, they have worked wonders in railroad operation, yet the transportation situation is one of growing uneasiness as winter advances. In view of that situation, the war board desires that everyone be informed of the facts. In one of their official bulletins, they state: "The main reason, of course, why railroads are having such difficulty in handling all the traffic is that there has been an enormous increase in its volume, and that this still continues. Statistics which have become available, show that in the months—April to August, 1917, inclusive—our railways handled 16 per cent more freight traffic than in the same months of 1916, which year had broken all records up to that time.

"When the statistics for September are available, they will show that in the six months ending with that month, the railways handled more freight traffic than in any entire year prior to 1907.

Perhaps the most remarkable figures are those regarding the movement of coal. In the six months, May to October inclusive, there were moved 150,000 more carloads of anthracite than in the same months of 1916, an increase of 18 per cent, and 751,000 more carloads of bituminous and lignite coal than in the same six months of 1916, also an increase of 18 per cent.

A total of 116,000 carloads of freight have had to be hauled to the National Army and National Guard camps; and up to the time of the latest report, over 17,000 carloads of freight had been handled for the shipping board.

The railways are still moving a total freight traffic surpassing any ever known before, and it should be borne in mind that they are doing this with almost no greater facilities than they had two years ago, and under conditions which prevent them from materially increasing their facilities.

Another important phase of the situation to which attention should be called is that the railways this year have had to handle the largest passenger business ever known. This has been a serious obstacle to needed reductions in train service. In addition, between August 1 and November 12, they transported 1,200,000 soldiers to training camps, cantonments, and points of embarkation. This troop movement involved the use of approximately 2,750 special trains. Of course, this large passenger traffic and troop movement have complicated matters and increased the difficulty of moving the freight traffic. Large troop movements are still being made; and the railways are moving to the training camps and cantonments about 75,000 carloads of supplies a month.

These facts are sufficient to explain the situation. The railways have secured much more service from every track, every car, every locomotive, than ever before, and the fact that the unfilled requisitions for freight cars amounted, on November 1st, to only 140,000 in spite of the tremendous increase in traffic, reflects great credit upon their performance.

But the public naturally is not so much interested in what the railways have done as it is in what they probably will be able to do during the coming months. The course of developments is forcing those responsible for their operation to anticipate that probably they will become unable to provide transportation for all the classes of commodities which they have been moving.

The situation is similar to that in other industries. The steel manufacturers cannot produce all the steel needed; the coal mines cannot produce all the coal needed, and the farmers have not produced all the wheat needed. Other industries, faced by similar conditions, under the sanction and direction of the government, are reducing the amount of fuel and materials furnished to business concerns producing things not essential to carrying on the war. The time may be almost here when it will be necessary to distinguish in railway transportation between things that are essential and things that are not essential.

There is little doubt that if non-essential commodities are eliminated, the railways can transport all commodities required by the government in carrying on the war and by the people for their subsistence and comfort. Furthermore, those responsible for the operation of the railways, do not wish to be understood as conceding that the transportation lines have reached the limit of their capacity. They are still increasing the amount of traffic they are handling, and with greater exercise of skill and energy by railway officers and employees, and increased co-operation from the shipping public and government officials, including the regulating authorities, the freight service rendered can still be largely augmented.

The railroads' war board is issuing to railway officers and employees and to the public detailed suggestions in addition to those already made as to methods by which this result can be accomplished, and there is no doubt that these will be received and acted upon as similar suggestions heretofore made have been.

The difficulties with which the railways were confronted at the beginning of the war were very great. Some of these have been overcome. The increase during the first five months of the war of 16 per cent in freight traffic handled with

practically no increase in locomotives or cars was equivalent to the addition of 5,000 locomotives and 360,000 cars to the number in service.

The difficulties now confronting the railways are even greater than those they faced at the beginning of the war. They cannot get anywhere near all the men they need; they have lost many of their most efficient officers and employees because of their enlistment in the service of the government or for other reasons, and the new men, of course, are not as efficient as those who were lost. It is impossible for the carriers to get the materials and new equipment they need, because it is thought by those in authority that the national welfare demands that the output of the iron and steel mills and of the railway equipment concerns be devoted to other purposes."

In spite of these and other drastic means proposed and undertaken by the War Board, congestion on all lines, but more especially those east of the Mississippi grew to such alarming proportions, with the accompanying handicap of laws prohibiting pooling of revenue, etc., so that on December 28th the Federal Government assumed the control of railroad operation during the period of the war. This is a move of tremendous portent in this country and gives promise of being a measure of the most substantial relief to the overburdened carriers.

Gradually conditions are bringing the war home and it is timely, at the beginning of the New Year to call on every railway employee in the United States (we are all now working for one system) to put forth his most loyal and efficient service, which with Uncle Sam's sustaining arm, will go a long, very long way toward winning the war,—the thing we have now to consider above everything else in the world.

The Century Magazine for December contained a story entitled, "Solemn-Lookin' Blokes," which was based on the march of the Thirteenth Engineers (Railway) through London on August 15th, and in those tramping hosts were the boys of Company D—all Milwaukee Railroad men—"tramp, tramp, tramping," faces to the front, grimly, purposefully "solemn," tramping in foreign lands to preserve American ideals and "make the world safe" for those ideals. I ask every employee to read that story, and resolve stronger than ever to put every ounce of his energy into helping at home to win this war and bring our boys back alive and uninjured. It's a New Year's resolution worthy the crucial year that 1918 promises to be.

Atkins Terminal Notes.

Foreman J. Cewe and iron erection crew have the new 150,000 gallon steel tank erected and ready for water.

The brick contractor has completed the brick work for the oil house, sand dry house, power house, blacksmith and machine shop, office and storeroom, car department mill building, and expects to have the roundhouse finished about November 20th.

Foreman F. Michael has resigned his position and enlisted in the U. S. navy.

W. O. Stewart, carpenter foreman, feels proud of the imposing appearance of the new ice house with its fresh coat of paint.

People of Atkins feel proud of the fine appearance of the new terminal buildings.



R. B. Jose Among His Spuds

A Son of Agricola.

Herewith is a life like picture of Agent R. B. Jose of Thorp, Washington, on the Columbia Division. Bob took advantage of the Company's right-of-way concession the past summer and by judicious industry and American sticktoitiveness made seven spuds congregate where no spuds ever spudded before. On three-quarters of an acre of ground he planted some spuds and at harvest time unearthed five and one-half tons of spuds. They were full of ginger, too, as will be noticed in the picture. Twenty-six large ones picked at random weighed sixty-three pounds. We doff our sombrero to Don Juan Jose, the potato king of the Kittitas valley and Milwaukee system, and would also recommend the Dining Car Department to take cognizance of Agent Jose and his voluminous productions.

Mr. Hiland Remembered.

On the occasion of the retirement of J. H. Hiland from the office of vice-president in charge of passenger traffic, the passenger department employees presented him with a handsome jeweled scarfpin. Mr. Hiland retired after a long and honorable service of thirty-five years with the company. General Passenger Department made the presentation on behalf of the passenger department representatives. In giving the remembrance, he said:

Speaking for the entire force of the passenger department of the St. Paul Railway, including all of the outside men, in appreciation of the great kindness, courtesy and consideration that you have always shown to those, however great or small, associated with you, and as a token of our love and respect, may I be allowed to present you with this scarfpin? While it is, indeed, an article of small intrinsic worth, I know that you will look beyond this and understand that it is but a symbol of our affection. May you live long to wear it, and in the wearing remember, if it pleases you, that we, who present it, are honored if it finds value in your thought.

Although with regret, today we bid you goodbye as our business chief, we hope that you will continue to regard us as your friends. And we ask that you accept our congratulations that, upon completing a long, distinguished, and honorable career with the Chicago, Milwaukee & St. Paul Railway, you leave with the esteem and respect of every one with the company and with every friendship intact.

Safety First

A. W. Smallen, General Chairman

Who Was the Greatest Soldier in the World?

"Washington, Grant, or Stonewall Jackson," the American may answer.

"Napoleon, Gustavus, Frederick, Garibaldi"—every nation has its ideal.

The greatest soldier in the world was the general who had a strong and well equipped army in the field and another in the shops and mines of his own country working and striving to do their utmost to help him to win his battles, backed by a patriotic people at all times doing their loyal best.

If the soldiers in our own industrial army are killed or injured in shops or in mines or on railroads, the men in the battle trenches may lose.

We must be careful, because so much depends on our skill and ability to do our part in the World's War for Liberty.

Protect your health. Avoid accidents. Don't take chances.

NATIONAL SAFETY COUNCIL.

Officers' Training Camps.

America is fighting to make the world safe for Democracy and many officers will be needed. Thousands of young men are flocking to the officers' training camps.

There is a place in a training camp for each of us who cannot go to the front. Armies must be fed and clothed and supplied with ammunition. The industries of the nation must go on and we must do our part.

Industrial Soldiers.

YOU are needed as an officer. **YOU** are needed in this training camp. Promotion in the Safety Army begins today.

Report to the Safety Committee that **YOU** desire to be enrolled as a Safety man. This is **YOUR** first step in the work of becoming an officer.

Safety officers set good examples in carefulness and thoughtfulness. When **YOU** learn to think Safety **YOU** are ready for advancement. Every time you prevent an accident you are one step nearer promotion.

Careful—become an officer in the Army of Safety.

NATIONAL SAFETY COUNCIL.

Two Great Armies.

America will soon have a great army in the field.

She will always have the greatest industrial army of any country.

These two great armies, each supporting the other, will wield a mighty influence in the World War for Liberty.

If we are called to the colors, our brothers will be true and will work for us.

If we stay at home and work in the shops or in the mines or on the railroads, our

brothers at the front will fight for us.

If we follow the flag and fight in the trenches we will fight bravely and obey orders cheerfully.

If we are industrial soldiers we must do our work cheerfully and carefully and strive to protect our health and avoid accidents.

We will fight true in whichever army we serve. We are Americans!

NATIONAL SAFETY COUNCIL.

On November 7, 1917, a Safety First meeting was held on the Musselshell Division at Miles City, Montana. The meeting was held in the Chamber of Commerce rooms. There were present:

Supt. Spencer, Chairman	W. Liddle
M. E. Randall, Secretary	E. L. Younger
T. A. Penwell	A. S. Peterson
J. Aldrich	C. W. Burnhelser
G. E. Cobb	E. Olson
C. L. Tanner	George Dougherty
W. G. Densmore	D. B. Rivers
John Weldeman	E. A. Far
C. S. Peete	A. H. Olson
A. L. Carr	L. A. Strand
W. H. Simmach	L. Boden
E. Murray	E. T. Anderson
A. P. Olson	W. L. Fauss
R. W. Anderson	F. L. Thomas
L. W. Lowert	H. G. Glickman
	E. D. Spike

New safety committeemen for the following year elected are:

T. A. Penwell	Alex. Bugby
A. M. Lester	R. Jarrett
James Parkinson	G. Hollister
William Merath	A. P. Maile
E. B. Emmons	Sam Rice
J. Hiller	E. T. Anderson
George Dougherty	M. E. Randall

The suggestion was made that repairs should be made to floor in the machine shop, and E. Murray was appointed to look after same.

Roadmaster Olson called attention to cellars, stating that in the switching and moving of trains, at times the sliding doors come open and there is a liability of chains and other caboose equipment falling on the track, causing derailment. Mr. Densmore was appointed to go over cabooses carefully and see that the proper latches were placed on cellar doors to avoid accidents that might be caused by equipment falling out.

Request was again made by Car Foreman Densmore that lights should be furnished for the east Miles City roundhouse.

Suggestion was made that rubber mats should be placed in front of woodworking machines in the wood mill, and the mill foreman was instructed to make requisition to the storekeeper. Same will be furnished at once.

Several other suggestions were offered before the meeting adjourned, to be called again in January.

One of the largest Safety First meetings that was ever held on the Rocky Mountain Division and Missoula Division, was held jointly with the Deer Lodge shops at Deer Lodge, on November 8, 1917.

The following committeemen and employees were present:

Supt. J. J. Murphy	A. J. Buchens
Asst. Supt. W. C. Ennis	H. M. Grimes
Asst. Supt. T. J. Hamilton	J. B. McDermott
J. T. Kelly	Clyde Medley
G. T. Spaulding	W. R. Launing
E. L. Cleveland	J. C. Kinney
Frank Sowerby	J. W. Howe
George Nick	B. E. McElheney

F. W. Jackson
John Coey
Joe Ashback
M. J. Welch
M. R. Moody

C. E. Ade
R. A. Nofke
John Nichols
E. H. Foster
William Gill

J. J. Murphy opened the meeting and called on Committeeman J. C. Kinney, who reported that the "safety first" suggestions, made at the last meeting with reference to improving the rip track, had all been taken care of.

Asst. Supt. W. C. Ennis suggested that the coal sheds in Butte yard did not have the proper clearance, and that same cleared only fourteen inches from box cars. Also reported a telephone pole and some piping, which ought to be removed. He said they were about to reconstruct the platform, and that these coal sheds could probably be removed at the same time. Superintendent Murphy appointed Roadmaster Nick to investigate and report.

E. L. Cleveland, on the Missoula Division, said there were two crossings between Deer Lodge and Missoula where the view is obscure and suggested that wig-wag signals be placed there for protection to auto and other vehicles. Matter will be investigated, and report made on it at the next meeting.

Suggestion was made by Asst. Supt. Hamilton that where enginemen find stock on right of way they should report it to the first section crew they come to, and they to have instructions to drive stock off the track. This will mean the conservation of stock and lessening of claims against the railroad. He also suggested that a red card be furnished enginemen to throw to section men, giving them the location.

Committeeman Spaulding suggested that there be placed whistling posts at the following crossings: The first crossing east of Martinsdale, the first crossing west of Loweth and the first crossing west of Piedmont. This matter will be looked after immediately.

Committeemen again complained that there was quite a general practice of putting torpedoes in seat boxes on motors, and that engineers would throw monkey wrenches in on them. The superintendent said that he would take the matter up and endeavor to have it stopped, stating that there are boxes provided for tools, and there is no excuse whatever for enginemen throwing tools in on torpedoes.

Engineer A. J. Buchen stated at the west switch, Finlen, the cattle guard is about eight feet from the switch, and when a brakeman gets off he has to cross the cattle guard and is liable to fall and injure himself. He suggested that it would be a good plan to put a turnstile gate in the fence so that brakemen would not have to go over the cattle guard. This was unanimously accepted as a very good suggestion, and a turnstile gate will be put in immediately.

Committeemen reported that the bulletin issued regarding brakemen getting on and off head end of motor was being disregarded. Superintendent Murphy stated that this was a dangerous practice, and that the bulletin would be re-issued.

Committeeman Buchen also reported that at the west end of Tunnel 10, there is a seven-ton rock, which is liable to come down. This will receive immediate attention.

The meeting was called to order at 9:30 a. m., and adjourned at 10:45 a. m., to be called again in January.

On November 12, 1917, the Coast Division Safety First Committee met at Tacoma. The following members were present:

F. C. Dow, trainmaster	Ed. Hamilton
W. T. Emerson	P. Schwebke
A. J. Kroha	F. J. Alleman
B. W. Zilley	R. V. Bement
J. McShane	E. A. Collins
T. G. Day	W. S. Smith
F. M. Webb	P. Mayhew

It was reported that the floor of the roundhouse had been repaired, and also that holes around there had all been filled with cinders. Also pipe on corner of blacksmith shops has been raised and vises in roundhouse have been repaired.

Committeeman Zilley reported that the suggestion made regarding the manhole on tank of engine No. 14, has been taken care of.

Committeeman Webb advised that the weeds complained of on west leg of wye at Black River had been cut.

Committeeman Kroha advised the committee that air hose clamps had been ordered for Seattle yard.

Many new suggestions were offered, and a report will be made on same.

GENERAL MEETING.

"Safety First" and "Proper Handling of Freight"
Meeting, Milwaukee Terminals, December 5, 1917.

W. B. Hinrichs, superintendent terminals, presided. The following attended:

A. W. Smullen, General Chairman	H. Eggert
B. F. Van Vliet, Supt. Northern Division	Charles Tuft
A. E. Hasenbalg, Trainmaster C. & M. Division	D. J. McAuliffe
W. A. Hinsey, District Adjuster	J. B. Riley
G. Bowen, Chief Train Dispatcher Northern Division	K. Wagner
C. S. Christoffer	Geo. A. Steuer, Secretary
W. G. Breckenridge	
A. M. Anderson	
J. M. Linehan	
W. G. Miller	
E. F. Rummel	

About sixty employees were present at the meeting.

The Secretary read the minutes of the last meeting, and it was found that all suggestions brought up at that meeting were acted upon and conditions remedied, with the exception of the report made that the Whitnall Coal & Supply Co., located in the North Avenue district, were still unloading sand too close to their track. This matter was again taken up with that concern, and they were notified that unless improvement was made at once we would have to hold off all switching service.

W. A. Hinsey, district adjuster, and M. F. Smith, D. M. M., were appointed permanent members of the Milwaukee Terminals Safety Committee.

The following suggestions which were brought up since the last meeting were read by the Secretary:

Agent Rummel reported, on October 8th, that the Claus Auto Gas Cock Co. had coal strewn along their side track, making it dangerous for switchmen to perform service at their plant. Upon taking this up with that concern, they cleaned up this coal and rubbish.

A report was made by the yardmen in the Chestnut street district that material was piled too close to the rails by the Martin Laskin Co., and this condition was remedied when called to their attention by Agent Rummel.

Yardman Swan suggested that the switch targets be given a coat of paint, and upon taking the matter up with the management, authority was received to have this work done. The cost is estimated at \$75.00.

He also suggested that tail hose be used on passenger equipment when same is handled from passenger yard to the depot. Upon taking this up with Stationmaster Bush he states that this is being done in every instance, except when only one or two cars are handled.

On November 16th, W. A. Hinsey reported that the switch stand at the north end of the superintendent's division yard, North Milwaukee, was in bad condition. The matter was called to the roadmaster's attention, and he reports the same fixed up.

On November 26th, Yardmaster Brown reported that the branches on trees just outside of the Miller Brewing Co., scrape the side of the engine cab when switching. Roadmaster Anderson was instructed to have the branches cut, if the trees were on our right of way, and if on the brewing company's premises, to take it up with that firm for correction.

Yardman McAuliffe reported, November 23d, that concrete was falling from the bottom of the Twenty-seventh Street viaduct, where it crosses the air-line yard, and this was referred to the Board of Public Works for attention.

Report was received that the watchman employed by the Whitnall Coal & Supply Co., North Avenue district, was in the habit of standing on the railroad crossing at Burleigh street, and upon taking it up with them they advised that instructions were issued to discontinue this dangerous practice.

Report was received from yardmen working in

the Chestnut Street district, that several ditches were dug quite deep at switches in the Pabst and Cherry yards. Roadmaster Anderson was instructed to have this corrected.

Numerous daily reports are being received from Mr. Casey's department calling attention to irregularities in yards, such as material lying between tracks, headlights not burning on engines at night, and conditions at the freight house. These reports are referred to the proper party for correction as soon as received.

Attention was directed to the fact that there was no railing on the bridge crossing the creek at the Northwestern Bridge & Iron Co. plant. This matter was taken up with that concern, and they advise under date of December 3d that the railing has been installed.

The chairman called for any other suggestions from the members of the committee.

Yardmaster Zuest, in the North Avenue district, turned over reports from his engine foremen as follows:

Engine Foreman Engelhardt stated that the switching crew in that district were delayed considerably on account of castings, sand and coke piled too close to the track at the Wisconsin Foundry Co. This matter was taken up with that concern for correction. He also reported that there was a hole about eight feet deep at a point where the Lannon Stone Crusher Co. formerly had their plant, and suggested that the same be filled up with cinders. Roadmaster Anderson was instructed to see that this is taken care of promptly.

Gang Foreman Schaefer reported that the Standard Crucible Steel Co. built a platform onto their building which does not clear a man on side of car. This matter was called to that concern's attention.

Committeeman Christoffer reported that he received advice from the North Avenue district that the Neumueller Ice Co. and the Carl Mueller Lumber Co. were driving between the main track and side track in that district to unload cars. This is a very dangerous practice, and the matter was taken up with both of these concerns for correction.

He also reported that the public were using the crossing near the Harley-Davidson Motor Co. and the thoroughfare, and that there is a small bridge crossing the bridge at that point which invites this travel. This is very dangerous, and it was recommended by the committee that the bridge be taken down at once, and that a watchman be placed at that point by the police department and make arrests to stop this practice. Roadmaster Anderson has been instructed to have this bridge taken down at once.

Committeeman Breckenridge reported that the Wisconsin Lakes Ice Co. have built a fence at that point on the Menomonee Belt joint track, which does not have the proper clearance. This matter was referred to the Wisconsin Lakes Ice Co., and they were instructed to have the same taken care of at once. He also reported that he noticed that Benesch Bros. Co. is building a fence at their plant near Thirtieth avenue, which did not have the proper clearance. Upon calling their attention to this matter, they immediately arranged to put this fence at the legal six-foot clearance.

He reported that the Martin Foundry Co. were unloading cinders and refuse very close to the track. This was taken up with that concern to have the same removed to a proper clearance from the rail. This firm has also constructed a shed on the curve at their plant which has a six-foot clearance, but due to the curvature will not permit a fifty-foot furniture car to pass without scraping. When asked whether any "No Clearance" signs were posted at that point, he advised that there were none there. The matter was taken up with the Martin Foundry Co. and they were requested to have the shed moved, if it was possible to do so, or have signs put up warning the men that there was no clearance at that point.

Roadmaster Anderson suggested that instructions be issued to the mechanical department to have the doors of cinder cars properly closed before the cars were loaded with cinders, so as to prevent their opening when being hauled through the yards. He also stated that the hooks and

bolts holding these doors should be looked after to see that the side doors could be closed. This matter was referred to Mr. A. N. Lucas, A. S. M. P., for attention. He also reported that he noticed a great number of switch engines in the terminals with the ash-pan door wide open, allowing cinders and ashes to be scattered all through the yards. Engineer Tuft admitted that on nearly half of the switch engines in the terminals, the ash-pan doors could not be closed on account of being defective. This matter was taken up with Mr. Lucas.

Committeeman Christoffer stated that he noticed the tenders of engines were being heavily overloaded with coal, permitting the coal to roll between the tracks. This was again referred to Collanni Bros. for correction.

Mr. Anderson reported that the car repairers when replacing knuckles and other material on cars were in the habit of leaving the worn-out and broken parts lying between the rails. They also have a supply of good knuckles, brake shoes, etc., piled up between the rails at certain points in the yards. J. M. Linehan, general car foreman, advised that boxes had been installed in Muskego yard to take care of these supplies, and that they also figured on having the same installed in the Air Line yard.

Mr. Linehan reported that our equipment was being damaged at the Milwaukee Coke & Gas Co., due to drawbars passing on their engine. This refers especially to angle cocks and air hose. The matter was taken up with all concerned for correction.

Agent Miller stated that the night switching crew were in the habit of coupling onto cars at the House 7 platform before the loading was completed, which was a very dangerous practice. Asst. Supt. Christoffer was instructed to take this up for correction. He also stated that engines in Fowler street were in the habit of going in on the water track at that point and backing up cars without first ascertaining conditions ahead. He stated that very often men were working at the end of this track handling oil barrels. This matter was also referred to Mr. Christoffer.

Agent Miller stated that the underpinning on the platform at House 7 was in a decayed condition and needed looking over and renewing. Chief Carpenter Eggert will take care of this matter.

Committeeman Rummel stated that, although warning signs had been installed at the Pabst elevator in the Chestnut Street district, nothing was done to warn men working on that track at night. He suggested that the Pabst Co. be asked to place a red light at that point, and the matter was taken up with that concern.

Committeeman Eggert stated that switch engines were in the habit of using their injectors while crossing Burnham bridge, and also that cinder dump cars were passing over the bridge with side doors open, allowing the cinders to lodge in the machinery. This was taken up with Mr. Christoffer for correction.

Engineer Tuft stated that a number of switch engines working in the terminals were not equipped with any re-railing frogs, in fact a number of the engines had defective holders so that the frogs could not be placed in the same. This matter was taken up with Mr. Alexander, S. M. P.

He also reported that engine 200, on the 5th, had no shaker-bar, and that he was unable to obtain any at the shops; also that in a great number of cases the front end of switch engines were not cleaned out. This caused considerable delay. This matter was referred to Mr. A. N. Lucas, A. S. M. P.

Committeeman McAuliffe stated that the National Foundry Co. in the Air Line district were unloading pig iron very close to the track. The matter was taken up with this concern for correction.

He also reported that the Borchert track was covered with dirt at some points, and Roadmaster Anderson was instructed to have this cleaned up. He suggested that a railing be placed on the bridge leading from the Air Line to the Cut-Off. H. Eggert advised that a girder bridge was to be installed at this point in the near future, and the railing proposition would then be given attention.

J. B. Riley asked that the matter of placing electric lights on the outside at Muskego yard

office be hurried, and this was referred to Mr. C. R. Gilman, chief electrician.

Yardmaster Mason stated that a car of hard coal was received in the Canal yard the other day with the side hopper latches fastened with nails. The hoppers opened and about four tons of hard coal were scattered along the track. The car was loaded by the Milwaukee Western Fuel Co. in Fowler yard, and the matter was called to their attention so as to prevent a repetition.

Yardmaster Lathero in the Mon Belt district advises that the C. A. Krause Milling Co. were putting a canopy over their three and four-track, the post of which will not clear a man on side of car. This matter was taken up with the Krause plant to see that proper clearance is provided.

Conductor Bannon suggested that when trains were being made up on March 2d in the Canal yard, the last car should not be shoved past Cox Bros. shed, which does not have the proper clearance. This matter was also referred to Mr. Christoffer for correction.

Report was made that the electric wires at the Krause Milling Co. between their elevator and mill only have a clearance of three feet above roof of car. This matter was taken up with the Krause Co. to have the same raised to the legal clearance of twenty-five feet.

Officer Markey suggested that a "No Trespassing" sign be installed at the West Water street crossing. Requisition was made for this sign.

Report was also made by one of the yardmen that the warning signals east of the First avenue viaduct, Reed street, were out of order, and H. Eggert was instructed to have the same put in first-class condition.

The chair then called upon Mr. W. A. Hinsey, district adjuster, for a brief talk in the line of "safety first," and he responded with some valuable suggestions. He impressed very strongly the fact that the 171 report of injury to persons should be made out promptly after every accident occurs, and should include every detail in connection therewith, so as to enable his department and the proper officials to investigate and to take such steps as will prevent a similar occurrence. He also expressed the wish that when these reports are made out the names of witnesses be shown, especially the names of the members of the switching crews. He also suggested that instructions be issued immediately to all engine crews working on sidetracks and industry tracks to ascertain whether or not any employees of any industries are working in cars at their plant before a switch is made. He cited an instance wherein a girl had been injured by falling from the retaining wall located just east of the Sixth street viaduct, Fowler street yard. A fence had been built at this place, but was torn down, only the posts remaining. A switchman had witnessed this accident, but no report was received by this department, or any one until suit had been brought against the company. He stated that it should be understood by all that every accident occurring on railroad company's property must be reported promptly, whether the employee is concerned or not. He then referred to the recent fatal accident at the Cherry street crossing in which a flagman was killed by the pusher engine running on the wrong main track while another train was moving on the other track. This was the third fatal injury to crossing men at that point. He suggested that flagmen should be thoroughly instructed as to just where to stand while flagging crossings, especially where no gates are supplied. It has been his observation that numerous accidents occur in the yards, due to switchmen tumbling in holes which were dug out by section men to replace ties in track, but which were not properly covered up at the time the section men left the job.

He also called attention to the fact that there were numerous fatal accidents in the yards by section men being killed while cleaning out switches and repairing tracks. The state law is very plain in holding the foreman in charge responsible for all of his men, and it is up to him (foreman) to see that the men are properly instructed, and continually reminded of the dangers connected with their work. Another dangerous practice existing in the terminals is the condition of the headlights of the switch engines. Reports indicated that a large number of the headlights on switch engines were not burning at

all, and some of the engines were making movements with a small red light at the head end of the engines. Another matter on which the law is very strict is the necessity of engineers whistling for highway crossings, and Mr. Hinsey recommended that this law be lived up to.

He also emphasized the necessity of making an inspection of any cars connected with personal injury cases immediately after the accident occurs. In his opinion the depot platform at North Avenue Station is in such condition as to make it dangerous for passengers boarding trains at that point.

Mr. Hinsey was roundly applauded, and the chair thanked him for his suggestions, and promised to take up all of these matters with the proper officials and have remedies applied.

The chair then called upon A. W. Smallen for a few remarks regarding the "safety first" movement. Mr. Smallen stated that it was the wish of the management that each and every member of the Safety First Committee report at least one case every day, and in case no irregularity was noticed, to make a blank report showing that they were keeping up their interest in the matter. He also pleaded for the co-operation of the various departments and officials in taking care of "safety first" suggestions, and emphasized the fact that it was not the intention to criticize any of the officials, but the idea was to eliminate as much as possible all dangerous obstructions and conditions so as to make the C. & M. & St. P. Ry. the safest in the country and in the world.

The meeting then adjourned.

SAFETY FIRST COMMITTEE MEETING (La CROSSE DIVISION), HELD IN MILWAUKEE, DECEMBER 4, 1917.

The following were present:

A. W. Smallen, General Chairman	
J. A. Macdonald, Superintendent	
B. H. McNancy, Trainmaster	
M. F. Smith	H. G. Schroeder
J. J. Little	F. J. Bolting
I. F. Gillan	W. A. Hinsey
F. H. Buffmire	E. G. Fenner
P. H. Madden	A. Z. Taylor
Leo Jurick	Aug. Thurber
G. W. Webb	Aug. Bornitzke
E. A. Cordes	J. H. Judge
H. A. Long	

J. A. Macdonald opened the meeting and told what the special committee on national defense were doing to increase the efficiency of the railroads in the country, and that while much credit was due to the co-operative efforts in the past, the extraordinary additional amount of transportation that the carriers will be called upon to supply this winter a most strenuous endeavor must be made by all. One of the committees that could help towards increasing efficiency was the Safety First Committee, and their services were needed not only to keep down the added burden that the C. & M. & St. P. Ry. had to pay out the past several months in settlement of personal injury claims, but to prevent injuries as competent railroad men are required to operate successfully the railroads of the country. This committee must do their share in this cause, and each one must do "his bit" to help in the noble work.

A. W. Smallen explained what the Safety First movement had accomplished the past few years, but he regretted to say that in the last six months the cost of adjusting claims was unusually high, indicating that we must all get together and strive for more co-operation. It is necessary at this time more than any other to prevent injuries, and when you see men doing dangerous work, you must have a heart-to-heart talk with him and see that he performs his work more carefully, not only to himself, but to his co-workers and the public. We have lost a large number of our regular employees who are now in the army, and new and inexperienced men have to be taught. There is no reason why we should have over 12,000 personal injuries to railroad men per annum. There is often too much hurry. It has been decided to hold committee meetings every other month and every committee man must give of his best to this cause, and the only excuse for not attending is sickness.

W. A. Hinsey spoke of trainmen not securely or properly placing footstools when passengers

were alighting, also that stools should not be left in the passageway between cars as passengers going from one car to another might stumble over them. There had been several claims when engines start from Fifth street, Milwaukee, throwing cinders and cylinder cocks open, damaging clothes of the public on the street. Agents should pay particular attention/repairing plank platforms, and on double track they should notify the public sufficiently in advance of the approach of trains, especially when they have to cross over to the opposite side. There has been a large increase in shop-employee accidents, due to new men who have not become familiar with the work.

G. W. Webb stated that porters on some of the night trains did not always open up the vestibules when trains stopped at Watertown, and specific instances have been reported to Mr. Getty.

H. A. Long suggested that an indicator be installed in the telegraph office at Columbus so that operators would know when westbound trains were approaching, as the night man has to sell tickets, check baggage, etc.

F. J. Bolting stated that a large number of heavy monuments were shipped from Portage, which are difficult to handle, and he will take up with shippers about having them place skids under them so they can be handled easier and with more safety.

P. H. Madden spoke of cinders being dumped between tracks, due to cinder dump-cars leaking and doors not being properly fastened, and that the hooks frequently require fixing. When made empty, the men unloading them should fasten up the sides, or mark car for repair track if not in good order.

F. G. Fenner spoke of too much steam escaping between coaches during the winter months, making it dangerous, and that some of this could be eliminated by proper renewal of gaskets. D. M. M. Smith stated he would issue necessary instructions.

E. A. Cordes said that train crews should use great care when going in on house tracks to not switching to see that teamsters and others were not in or about cars.

A. Z. Taylor stated he had started a campaign with his car repairers at La Crosse for every man to be careful, and that a safe man is the best safety device we have.

Leo Jurick stated that none of his men in his extra gang in the past year had received any injuries while engaged in track work, and that on different occasions he had a talk with his men and warned them to be careful.

J. J. Little stated that engineers should be careful not to operate their injectors while passing station platforms, switches or interlocking plants.

Aug. Thurber spoke of cars coming into repair track with lower side and end ladder round improperly applied, which should have a two-inch offset, and men were liable to slip off, indicating that some car men do not know how to properly apply them.

H. G. Schroeder stated that operators should report trains to each other, so that they can give passengers sufficient time to get out and cross over.

I. F. Gillan stated that enginemen should give more thorough instructions in regard to signals at interlocking plant, especially in our large cities, which are more or less complicated.

Mr. Gillan stated it was very necessary for engineers to hang a lantern in their headlight when electric light failed, as signal men had to go over the road at all times of night to locate trouble.

Aug. Bornitzke said there has been some delay repairing signals on account of engineers reporting wrong numbers.

B. H. McNancy stated that many agents were making repairs to platforms themselves if a carpenter could not be gotten there promptly. He spoke of the necessity of keeping headlights on engines in serviceable condition.

F. H. Buffmire suggested that car men pick up material, such as brake shoes, etc., when making repairs, and not leave material for the track men to pick up.

WRITE THAT LETTER TODAY.

Sted.

Every one on the Columbia and Idaho Divisions knows Walter A. Swift, who, ever since construction days, has performed the duties of time-keeper and clerk from one end of the divisions to the other. Walter is now one of our brave soldier boys and we were fortunate in meeting him on the train the other evening enroute from the training camp at American Lake to St. Maries, Idaho, to bid (we fervently pray not a last) farewell to his many friends at that place before departing to somewhere in France.

Walter has always possessed one personal characteristic that has endeared him to his hundreds of friends on the Milwaukee system, and that is an extraordinarily happy tact in the art of relating experiences and telling stories. We enjoyed listening to his various and vivid word pictures of army life at the training camp and herewith relate a few of the more amusing films he portrayed as they flashed across his fertile mind.

When Walter entered the ranks the first object to be impressed on his mind was that he must always salute an officer no matter how, when or where met. According to Walter he did not know one insignia from another and he invented a uniform method of his own. Every one appeared to be uniformed from private up, so in order to play safe Walter saluted every uniform he encountered for his first three days in camp, at which time they had to put his arm in a sling as it was worn out by continuous saluting. Then for the first time his mind grasped the fact that a big majority of the men he had been saluting were brother privates and to whom no salutation need be accorded. As an after thought he remarked his case was not isolated, as all green horns went through that or similar experiences and they learned something new every day.

Also Walter is one of those boys who has never indulged in field sports, his vacations being generally spent where the lights are white and never dim. His catechism as to the different visible parts of a rifle by an official examiner were amusing as Walter did not know one end of the gun from the other, but the climax came when the examining officer asked him to point out the muzzle of the gun and he pointed to the cheek rest on the stock. These and various other trifling (although serious enough at the time to the recruit) matters add cheer to the daily life of the old stagers and they are always ready to smile when the newly arrived aspirant is put through this stage of examination.

He also described in happy mood the different forms of parade executed each day or week about the training camp—but the appealing feature of his delightful evening's talk was when he touched upon the subject of the enlisted boys who for the first time in their young lives were away from home and home ties. These boys became homesick and weary, longing every day for the folks back home. Here I wish to emphasize Walter's appeal to tell you to write to these home reared lads oftener. He states that what they want, what they long and look for is letters from HOME. When the mail is distributed it is not an unusual picture to see many a sad-faced youth walk away disappointed and discouraged because SOME ONE did not write, and in many cases the tears are observed coursing down sad, drawn faces.

Mother, father, sister, brother, sweetheart: Are yours in that big army? Are they fighting for the liberty of mankind and the world? Write to them today—write to them EVERY DAY. It is not too often and write words of cheer. No matter your own deep inward feelings, for son, brother or lover. Cover those sad thoughts with words that will bring smiles to the lips and tears of joy to the eyes. No matter how it bruises your aching heart, do this, for his sake, for your own sake, for the sake of the future of the United States of America. Every little helps.

Write that letter today. It is your sacred duty. The tone of that letter should put fighting courage into the life of your soldier boy. Sadness is degenerating. Words of cheer and comfort breed courage.

Write that letter today.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

Chicago, December 5, 1917.

The General Committee on Prevention of Loss and Damage Claims wishes to report for the month of October our loss and damage account amounts to \$158,538.02 which, compared with October, 1916, \$88,431.77, shows an increase of \$70,106.25. The freight revenue for October, 1917, amounted to \$8,033,646.78, which gives us a ratio of loss and damage to freight revenue of 0.197 per cent.

If there has been any lingering doubt in the minds of any of our committee men as to whether this loss and damage account is improving or not, the above figures should satisfy all of us that it is not; and the further information that during the month of November there was received in this office 13,915 claims, amounting to \$263,896.85 on commodities other than livestock and grain, is an indication that we are still continuing to mishandle and damage property in transit to an unreasonable extent.

There has been an unusual number of errors during the past month in connection with the handling of carload shipments that will probably result in heavy claims. In one instance, a carload of cattle billed to Albany, Ill., was taken to Albany, Wis., resulting in a bad delay to the stock. In another case a carload of hogs billed to Vermillion, S. D., was taken through to Sioux City and unloaded at the Stock Yards before the mistake was discovered, which resulted in the hogs being exposed to cholera; and it will cost the company approximately \$200 to inoculate these hogs, which were intended for feeding and not immediate slaughter.

Still another case covering a carload of potatoes, which was turned over to this company at Galewood as an empty, and the car was handled as an empty through to Minneapolis before it was discovered that it contained 700 bushels of potatoes.

Before this letter reaches the membership, severe weather conditions are quite likely to occur, and the handling of perishable freight in box-cars should be discontinued at once. We have had a number of cases during the past month where long chances have been taken in forwarding perishable freight in box-car equipment, and the only reason heavy claims have not been brought about, is that the weather conditions have been most favorable.

Last winter car after car of perishable freight reached destination with one or more ice plugs out of position, although the vents were closed, indicating that proper inspection was not made at the originating point or at the junction point where car was received from the connecting line. Inspection of perishable shipments in carload lots is far from

complete unless the hatch covers are lifted and position of ice plugs ascertained.

This office has received during November a large number of post cards, Form FCD 238, carrying suggestions from various employees with reference to preventing claims, and further reports of this kind are earnestly solicited. Please bear in mind that this bureau is maintained for the purpose of preventing claims, and we need the assistance of every employee connected with the handling of freight, and with such assistance, we expect to reduce this loss and damage account to a respectable figure.

C. H. DIETRICH,
Freight Claim Agent.

Maximum Car Loading.

Agents and conductors are showing great interest in securing maximum loads for cars and the efficient handling of cars. There has been some difficulty getting capacity loads at points where the actual shipper is a branch of a large concern, the manager of the branch often asserting that he has orders from the head office in some distant city to ship a certain quantity only. Many agents state that by insisting on a full carload the manager of the branch has wired the head office and secured authority to make a maximum load.

Reports of double-loaded cars are being received daily. These double loads were mainly of flour and canned goods, which are perhaps the commodities most easily double loaded, but agents are now having other commodities double-loaded as well.

A very important part of the car conservation work is the reduction of the number of peddler cars with light loads by consolidating shipments. This results in better working conditions for the train crews, reduces the operating cost, and makes cars available for other service. Conductor A. F. Scott of the Kansas City Division, Conductors Daniels, Fenner and McPherson of the La Crosse Division, and Conductor Parker and crew of the Southern Minnesota Division, are very aggressive in preventing the handling of cars with a few pounds of freight and the unnecessary detention of cars waiting for repairs, etc.

Progress is being made as regards increasing the average tonnage per car on L. C. L. loading. Stations which a year ago were loading three and four tons per car are now loading eight to ten tons per car. There has been an actual saving of hundreds of cars daily by revisions of loading schedules. At Kansas City the merchandise loading has been raised to 16,400 pounds per car, at Milwaukee to 17,000 pounds, at Galewood to

22,000 pounds, at Chicago to 14,140 pounds, at Twin City Transfer to 19,000 pounds, and at Savanna to 14,260 pounds.

COMMITTEE ON MAXIMUM CAR LOADING.

Maximum Loading of Cars.

The following has been issued by Assistant General Manager M. Nicholson and General Superintendent W. B. Foster:
ALL CONCERNED:

Commission on Car Service, Circular No. 21, directs as follows:

"Cars of 80,000 capacity and over can be loaded to the capacity of their axles, as covered by M. C. B. Rules. It is desired to load cars to as near that point as possible, but they must not be loaded beyond."

The axle loads allowed are:

For 80,000 capacity cars 132,000 lbs.
For 100,000 capacity cars 161,000 lbs.
For 140,000 capacity cars 210,000 lbs.

In order to determine allowable lading under this rule, deduct the stencilled light weight of car from the permissible axle load given above. For instance: If an 80,000 capacity car has a stencilled light weight of 38,000 pounds, the allowable lading is:

132,000 minus 38,000 equals 94,000 pounds.

For a 100,000 capacity car with a stencilled light weight of 47,000 pounds, the allowable lading is:

161,000 minus 47,000 equals 114,000 pounds.

This rule will allow of loading cars of 80,000 capacity and over from ten to twenty per cent more than the marked capacity of the car, depending upon the stencilled light weight of the car.

This supersedes and cancels circular letter of October 10, 1917.

M. NICHOLSON,

Assistant General Manager, East Lines.

W. B. FOSTER,

General Superintendent, Puget Sound Lines.

EFFICIENCY AND PROPER HANDLING OF FREIGHT MEETING, LACROSSE DIVISION, IN MILWAUKEE, DECEMBER 4, 1917.

J. A. Macdonald said it was necessary for all to help to increase the general efficiency of the railway company, and that each one must work a little harder than ever before. The soldiers will be suffering hardships at the front, and we who have charge of the arteries of the nation must respond to our responsibilities. He dwelt at considerable length on the following topics.

(a) Increase the load per car of all commodities.

(b) Expedite car movements through yards.

(c) Check up and enforce demurrage.

(d) Unload company material much more promptly.

(e) Increase lading in merchandise cars.

G. W. Webb, agent at Watertown, reported he had much success getting cars loaded to full visible or maximum carrying capacity. He suggested that an embargo be placed on shipping cars to shippers' order, same as some other roads had done, as there was always more or less delay getting surrender of bills of lading.

Mr. B. H. McNaney spoke of wet feed from Milwaukee being loaded in 80-M capacity cars, making cars unfit for loading of commodities which required clean cars, and that such cars were not being loaded to full capacity.

Conductor E. G. Fenner, said that on account of the increased carload units that LCL shipments were increasing. He did not consider it proper to ship sugar in 100 pound cotton sacks. They were formerly enclosed in jute sacks. He recommended a small truck for Rio and Fall River, as these stations shipped a lot of beans, 210 pounds to the sack. He left three loads on No. 91 at Columbus one afternoon and next morning when he arrived there on No. 92 the cars had been unloaded and reloaded and he picked them up. He said he saw a marked improvement, and that everyone was keyed up to the situation.

F. J. Bolting suggested that brewers' agents be not allowed to load empty packages in refrigera-

tor cars, as he had noticed some such loads from the Wisconsin Valley Division.

H. G. Schroeder said that flour in paper sacks from the Great Atlantic & Pacific Tea Company, Chicago, were arriving in a damaged condition, and he suggested we should not accept such shipments.

E. A. Cordes reported that he had refused shipments in fragile cases, and if all agents would do the same, many claims would be eliminated.

J. H. Judge spoke of loading cars to full capacity and of the necessity of each agent to work a little earlier and a little later and get out in yards and check more closely. He believed we had done more the last thirty days than our competitors. Agents should make particular effort to get cars unloaded before arrival of way freight.

P. H. Madden said he believed every one was doing his best. He knew of one case where a car of company coal in a stock car arrived at Sparta, and Conductor Shutter and his crew and agent and his freight men all gave a hand shoveling out the coal, and within two hours car was unloaded and re-loaded with stock.

P. F. Mitchell made report of loading the previous day on No. 92 over 63,000 pounds of cheese in one refrigerator car from stations on the east end La Crosse Division all for Chicago, earnings on same being over \$210.00.

J. A. Macdonald impressed on all the necessity of requiring shippers to unload and load within twenty-four hours as a maximum, and that cars would not be furnished shippers who were slow and dilatory.

Iowa Division Locals.

Ruby Eckman.

Conductor Abe Hann has returned from a month's fishing and hunting trip at the lakes in northern Iowa.

H. & B. Foreman Andy Anderson and wife returned home the fore part of November from a month's trip through the West.

A letter from J. W. Johnson, former baggage-man on the Iowa Division, locates him at Cambridge, Mass., where he is taking a course in wireless telegraphy. John expects to get home for the Christmas vacation.

James Hansen, of the Milwaukee roundhouse force, received a letter the fore part of November telling him of the death of his son James Hansen, in England. The young man was in the English army, and over two years ago, at the time of the bombardment of Hartlepool, he was severely injured. The young man was a brother of H. Hansen, and a brother-in-law of J. W. Moore, both of the roundhouse force.

Sam LaBell, of Soo Falls, was appointed night roundhouse foreman at Perry the fore part of November, taking the place of Fred Dollarhide, who made the request to return to his trade as a machinist.

Machinist Robert Thurmond was in Chicago the fore part of November on business.

Machinist Buck's daughter, Miss Neva, and Conductor Cornelius' daughter, Miss Leta, from Marion, were Perry visitors during the month of November.

Passenger Conductor C. N. Dow, who was off duty a few weeks with an injured knee, has resumed his run on Nos. 3 and 12.

Conductor L. A. Hurlburt was called to Fairbury, Nebr., the fore part of November by the illness of his wife.

Nick Slater, the engine hostler at Perry, was off duty a couple of weeks in November, on account of an attack of appendicitis.

Engineer Thomas Deland, who has been working as engine inspector for a number of months since his health failed, had the misfortune to hurt his hand. Tom says he has been on an engine for forty-two years, and this is the first injury he has ever received while working about machinery.

A change in roundhouse foremen was announced for Manilla the middle of November. J. H. Bell, who has been in charge of the office, transferred to Dubuque and George Fenner, who has been working at the trade, was made roundhouse foreman.

We are glad to see Sted back in the fold again. Wm. Ryan and family are leaving for a trip South in a few days. Haven't learned what he is going to do with his rabbits.

At Home

Anna M. Scott, Editor

Dress Conservation.

Wherever you go—to the club, to the theater, or to the Red Cross rooms to work for “the boys over there,” the general topic is “Conservation”—conservation not alone of food, but of wearing apparel. So now is a good time to look over your wardrobe and see what can be made over economically. If there is a gown which is a bit shabby, or somewhat out of the prevailing mode, see if it cannot be made to “do” by adding, perhaps, one of the smart tunics now shown. Black satin and blue serge are always good. A serge frock done over with satin skirt that runs only part way up under the tunic and fitted on to a lining, the serge skirt cut over to form the tunic, the serge waist, back and under arms, with a satin front, cut square neck, with shoulder and underarm opening. Finished with a white wash-satin collar and cuffs, you have a very smart new frock at a comparatively small outlay.

One sees many good-looking gowns of navy blue embroidered in gray floss, with collar and cuffs of gray faille or satin.

If you have a georgette blouse cut low in the neck, you can buy or make a satin or lace jabot or collar to wear with it, as the high neck just now is exceedingly “smart.” Similarly, a V-neck waist may be cut a trifle lower, a vest and collar of satin added, while the old collar, cut with scalloped edge may be used to cover the joining. There should be cuffs of satin to match the collar and vest.

Here is a different and stylish little chemisette, made of white wash-satin with a high collar buttoning straight up the front with bright-colored buttons. The collar has one end turned over like a tiny rever at the top, and this may be embroidered in floss.

The January Sales.

Ethel Kapp.

The snow piles high outside, while inside the sales counters pile higher and higher; and the most fascinating of these is the white goods for lingerie. This is the month of the year for bargains, and the time of the year to get started with spring and summer clothes, and it is far more economical and in the spirit of the times to make them than to buy them.

The nicest material you can buy for underwear is “chermosa,” usually priced at 35c a yard, but in the sales you can buy what they call “mill lengths” for 15c. This material is thirty-six inches wide and beautifully sheer and has the happy faculty of wearing. Japanese nainsook can also be found on these counters for 20c and 25c, instead of 35c and 40c.

At the lace counters, imitation filet at 5c and 10c a yard can be bought, and bolts of

Valencienes at 50c. Both these laces wear well and look nice after they are washed. These are far more satisfactory and wear much better than the cheaper shadow laces.

Wash ribbon and lingerie tape in all colors can be found at the notion counters for 15c and 20c a bolt.

With these materials for a start, you can begin the serious business of making your spring outfit.

The tops of nearly all of the camisoles and combinations are straight, with a strap over the shoulders. One very pretty trimming is made with a row of lace insertion, a strip of the white goods, another row of the lace, and an edge. A narrow casing is made under the top row of lace for the ribbon. The shoulder straps are made in the same way. The row of the material may be tucked or embroidered. One lovely set has a row of pale pink voile between the two rows of lace. The nightgown to this set was made in the same way, but the trimming band was placed so as to form a V-neck front and back. At the point of the V the gathers were caught in a small medallion of smocking done in pink thread.

Another trimming is made with net footing, slightly gathered onto a row of lace, top and bottom. This will take two yards of two-inch footing and one yard of one-inch footing for the shoulder straps. A chemise made with this top-banding will require a little less than two yards of material. If chermosa is used, there will be a straight piece left along one selvege which can be used for a camisole with a band trimming around the top. A nightgown cut with kimono sleeves requires two lengths, and there will be enough left along the selvege for straight strips in a petticoat ruffle.

In these same sales one can often find splendid bargains in voile and Georgette waists, slightly mussed from the Christmas handling. One is made of cotton voile, the front a double-breasted effect edged with a frill. The large sailor collar has some hand embroidery in the corners, and the pointed cuffs match the collar. A Georgette blouse has tucks running across, finished with a lace frill, the cuffs trimmed in the same way. A wash-satin has groups of tucks in the front, the sailor collar has two slot buttonholes in the front for the tie and the front box pleat has small slot buttonholes. The waist is fastened with ball buttons, and the fitted cuffs fasten in the same way. The tailored blouse seems to predominate. An exceedingly smart wash-satin was in green and white stripes, the green stripe being made up of small green stripes. A vest was hemstitched into the front, the stripes running across. This vest continued up into the high tightly-fitting collar, being buttoned from

waist to chin with small, flat buttons. This same style can be bought in colored voiles with white pique collars and cuffs.

From the looks of the dressgoods counter, all summer dresses, to be really smart, must be fashioned of gingham, and the display is enough to take any woman's eyes—green, blue, lavender, pink, stripes, checks, plaids, they are all there. It is said that even the silks will have gingham patterns, so use the January sales to get in a good supply. In these days, the supply of materials is soon exhausted, and it will be the early woman who gets the gingham. So far, the style of the gingham dress seems to be the same as last year, the waist a Russian blouse, though possibly this year it will be called the Bolshevik blouse, the skirt plain though not too full, as last year. Conservation has even found its way into the styles. Before the summer is over, we will possibly be wearing pleatless and gatherless skirts.

As the final temptation in the January sales, look into the fur department. Here, for the woman who has had a Christmas savings account, are wonderful bargains; but if not, walk past quickly and start right in with an account for the next January sale with the look of a fur coat at a 20 per cent reduction in your eye.

Food Conservation.

Nuts being one of the great substitutes for meat, milk and butter, I am going to suggest some ways for their uses:

A fine salad may be made of Brazil nuts,

and with all nut salads celery should be combined. The celery should be cut fine and mixed with an equal quantity of nuts. Serve with mayonnaise or cream dressing. Tiny dice of bread and butter are sometimes added to this salad for novelty's sake. For wheatless days, these dice may be made of rye bread, adding a distinctive and piquant taste to the mixture. But the use of butter with salad dressings of any variety is to be discouraged, there being a sufficient unit of fat in the salad dressings without the addition of butter. Olive oil should also be used in preference to butter or cream dressings, as the demand for milk and cream is so great that wherever nourishing and palatable substitutes, like olive oil, may be used, this should be done.

Date and Pecan Salad—Wash dates and remove stones; stuff with pecan nuts and cut each filled date into three or four pieces. Serve on a lettuce leaf with French dressing.

Shredded Almonds—"No icing on cakes" is what we hear from the Food Conservation Committee. Well, whipped cream with a tiny bit of sweetening has become a vastly popular substitute. This may be made more attractive in appearance by the addition of a few shredded almonds, which have been blanched, shredded and browned over the fire or under the broiler flame. Be sure to keep stirring while they are browning.

Hominy Muffins—Some day, when you have a cup of cold hominy left over, try these muffins: Add to the hominy one cup of cornmeal, one salt spoonful of salt, two tea-



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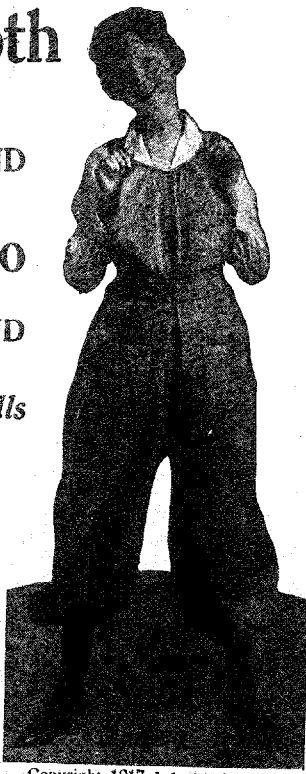
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spoons sugar, one teaspoon of baking powder, two teaspoons of melted shortening, one egg and one cup of milk. Beat hard for three minutes and bake in hot oven fifteen minutes.

Use the Bits of Bright Yarn.

Here are some ways that the scraps in the old yarn bag may be used up. Undoubtedly, if you look about, you will find odds and ends of wools that can be converted into warm, knitted garments for the babies in France and Belgium. Use the bright-colored bits for the little folks, making knitted caps, hoods, jackets, bootees, etc.

A child's scarf may be made by casting on thirty stitches and using the garter stitch, one yard in length. Baby afghans may be made all of one color or vari-colored. Make into squares 5x5 inches, then sew or crochet fourteen squares together for length and ten for width. All articles made of left-over wools must be washed clean before turning into Red Cross for distribution. In the case of bright-colored wools, especially red, it is better to boil them in strong salted water and dry quickly before knitting.

Appointments

Mr. H. P. Warnock has been appointed general superintendent of motive power, with headquarters at Chicago. Mr. Warnock comes from the Western Maryland, where he occupied the same position.

Transfers among division superintendents are as follows: P. L. Rupp is appointed superintendent of the C. & M. Division, vice E. G. Atkins, who has been appointed superintendent of the I. & D. Division, vice Mott Sawyer, who returns to Spokane to take his former position as superintendent of the Columbia-Idaho Divisions, vice Ezra Clemons, assigned to other duties.

C. S. Christoffer is appointed superintendent of terminals at Chicago, vice P. L. Rupp, transferred. C. A. Bush is appointed assistant superintendent of Milwaukee terminals, vice C. S. Christoffer, promoted.

F. G. Hill is appointed superintendent of the Musselshell Division, vice Hugh Spencer, assigned to other duties.

A. E. Campbell is appointed superintendent of the Trans-Missouri Division, vice F. G. Hill, transferred.

H. L. Willtrout is appointed trainmaster of the Columbia Division, vice A. E. Campbell, promoted.

Effective December 15th: W. M. Weidenhamer was appointed inspector of transportation, with headquarters at Chicago.

Effective on same date: Mr. Charles F. Ludington was appointed fuel supervisor.

Effective December 31st: Mr. F. A. Miller has resigned the position of passenger traffic manager and all matters heretofore addressed to him will be in charge of Mr. Geo. B. Haynes, general passenger agent, Chicago.

Effective January 1st: E. K. Garrison was appointed general agent in charge of freight and passenger traffic at Milwaukee. W. H. Dodsworth has been appointed assistant general agent, in charge of such work as may be assigned to him.

Effective same date: A. A. Wilson was appointed general agent freight department in charge of freight traffic in charge of the same territory as previously belonged to T. W. Proctor, Minneapolis. Mr. Proctor has been assigned to other duties, with office at Chicago.

C. E. Hilliker has been appointed division freight and passenger agent at Des Moines, in charge of the Des Moines Division, Iowa Division, Hale to Chautauqua, and Langworthy to Paralta, Iowa, inclusive, and the Kansas City Division, west of but not including Muscatine, succeeding A. A. Wilson, promoted.

The agency at Toronto, Canada, has been abolished.

OBITUARY.

Our Heroes "Somewhere in France."

With regret this column has been started. The earnest wish was that it could have been indefinitely deferred.

The first Company D man to die "somewhere in France" was

JESSE C. MAIN,

Died December 16, 1917.

Mr. Main, whose home was at Stillman Valley, Ill., and where his parents now reside, entered the service of the C., M. & St. P. Ry. on January 12, 1913. He was a fireman on the Iowa Division. He resigned on September 1, 1916, to take up duties elsewhere.

When the call for volunteers for Company D of the Thirtieth Regiment, Railway Engineers, was sent forth, he enlisted and continued as a member until December 12, 1917, when he died of pneumonia.

While not an employee of this company at the time of his enlistment, this company has always considered him a Milwaukee employee.

Every employee of this great system, through this column, extends to Mr. Main's father and mother, Mr. and Mrs. William Main, of Stillman Valley, their heartfelt sympathy and condolence.

S. M. East.

O. J. B.

Another hero—railroad man leaves for the army—Cashier Schmidt of Wells has joined the aviation corps. His going made us feel pretty blue, but war is war and we'll have to stand it.

On December 8th, at just about the time when you wish that you could stay in bed all day, the fire alarm rang and it was announced that our Wells coal shed was on fire. Promptness on the part of the fire department made that fire a fizzle, and scarcely any damage was done. Supt. Thurber sent letters of commendation to Operator E. L. Phelps and to Watchman Pat Fay, for their quick action in accomplishing the above results.

Hate to talk about myself, but duty compels me to state that I spent a day at Minneapolis last week.

I have patiently tried to keep track of the personnel of the switch engine crew, operating at Wells and Albert Lea, and at last gave it up in despair on account of the many changes. I have now taken hope again, as Conductor Biederman assures me that we have at last a fairly permanent crew. They are Conductor Biederman, Brakemen Malone and Kelly, Engineer L. Comeau, and Fireman W. Schuka. I may state also that they are now sporting a real caboose, when they travel, which eliminates the discomforts of riding the engine to and fro.

William Mikkelsen, who has so faithfully borne the strenuous duties of clerk at Wells, is now cashier pro tem vice Schmidt, flying in the Aviating Line. Here's hoping that Willie stays.

Help! A foreman in the service reports, "I have fixed and straightened the stovepipe at M station and it is now O. K. P. S.—There is no stove there."

R. H. Leroy is at present holding down second trick operator at Wells.

We are all united in this war business. We are willing to save, conserve, Hooverize, Garfieldate, and castigate our feelings, appetites and purses for the great cause, and when we go abroad we expect to find the same spirit prevails. We therefore meekly chew a piece of untanned leather, billed as steak for 50 cents for duty's sake. We dig down for extra pennies on candy and tobacco. We pour blue milk into indifferent coffee, drink it and pay twice the old price for it, without grumbling. Then the landlord shows us up to a bed that used to be 50 cents, or even 25 cents, and raising his innocent eyes, informs you that he must charge a dollar now, on account of the war. Why the war? Is he sending his beds to France? And then leaving the rural districts and going to the cities we find a difference. We find that we can buy meat there as cheap as ever. We get a good satisfying meal at nearly the old price and sometimes at less than the old price, and we begin to wonder. Is it the war and patriotism, or is it a good excuse to boost 'em.

Is Nora B. slapping me on the wrist? She calls me kid. Maybe my Ode was odious to her.

Special Commendation

Recent Special Order from Headquarters, Thirteenth Engineers (Ry.), under date of November 15th, gives the information that First Lieutenant T. P. Horton, Company D, Thirteenth Engineers (Ry.) U. S. Army, has been appointed to the command of Company D, and in addition to his duties as commander, he has been appointed regimental adjutant.

C. C. Chapman, operator, Comus, Minn., has received special commendation for discovery of a broken rail one mile east of Dundas and promptly notifying the dispatcher and section men. Credit in the roster has also been given Mr. Chapman.

H. & D. Division Brakeman Roy Searles has received credit and special commendation for discovery of dragging brake beam, while watching No. 63 pull by at Stewart. He succeeded in getting a signal to the crew of 63 before any damage had resulted.

Agent W. H. Campbell, Haverhill, has received special commendation and credit in the roster for discovery of dragging brake beam on a passing train, December 9th.

Trans-Missouri Brakeman H. M. Douglas has received special commendation for discovery of a sand-board down on car of cattle at Hettinger, November 27th. Timely discovery no doubt prevented a serious derailment.

O. L. Stout, a resident of Satsop, Washington, has received a letter from Superintendent J. F. Richards, thanking him for flagging passenger train No. 117, on September 13th, at a slide near mile post 36, and preventing what might have been a serious accident.

R. & S. W. Brakeman James Bane has received special commendation for discovery of two broken rails on main line, during November. Both were bad breaks and would undoubtedly have caused serious derailments.

Engineer George Vore has received a letter from Superintendent Thiele, thanking him for signaling No. 92, December 11th, when he discovered a broken truck on a car in the train as it was passing. The train was stopped before any damage resulted. Credit has also been given Engineer Vore in the roster.

River Division Conductor C. M. Torrance, Brakeman Geo. Orcutt and Flagman Arthur Buhls have received special commendation and the appreciation of accompanying passengers for their kind attention to a young lady stricken with a fatal illness on their train No. 4, near Red Wing, November 10th. The lady was seized with a hemorrhage of the lungs, and it was necessary to call a doctor and take her off the train at Red Wing. Everything possible was done for the patient and one of the passengers, in writing to an official of this company, of the incident, says: "Throughout all this, I was struck with the kindness, courtesy and care of the conductor and brakemen for the poor and friendless girl; and had it not been for their concern it would have fared hard with her."

Commending L. M. Jones, Representative A. R. A.

The following letter from Coloney Boyd Wales, giving special commendation to L. M. Jones, traveling passenger agent of this company at St. Paul, gives due credit to the ability and efficiency of Mr. Jones during the time Mr. Jones was stationed in South Dakota as representative of the American Railway Association during the movement of troops from South Dakota. Mr. Jones is now at Fort Snelling, acting in a similar capacity.

HEADQUARTERS 147th FIELD ARTILLERY,

Camp Greene, N. C., October 15, 1917.

From Commanding Officer 147th F. A.

To whom this may concern:

Subject—Qualifications of J. M. Jones, Representative A. R. A.:

1. Soon after the national guard of South Dakota had been called out in July, 1917, the American Railway Association sent J. M. Jones as its representative into South Dakota to look after the interests of the troops. My acquaintance with Mr. Jones was necessarily of short duration, but

my association with him leads me to believe very strongly in his efficiency, resourcefulness and tact.

2. He handled the movement of the First South Dakota Cavalry in a very creditable manner and with satisfaction to all concerned. The matter of entraining the Fourth South Dakota Infantry was a more difficult undertaking, as the various units were scattered on several lines of railway and in all sections of the state. Mr. Jones co-operated with the railroads, or rather brought the railroads into co-operation in such a manner and with such dispatch that every train section moved out from its initial point on the scheduled time and within seven days after the receipt of the actual order to move. This necessitated an immense amount of work in assembling equipment, arranging schedules and checking up matters of detail. Mr. Jones understood his business and accomplished it with little flurry and with great efficiency, and it is with pleasure that I recommend him for his work as a co-ordinator and as a practical rail-roader.

(Signed) BOYD WALES,
Colonel, Commanding.

Brakeman F. T. Burns is entitled to special commendation for discovering a broken truck frame under IC 93624, while looking over train No. 63, November 16, at Bird Island. Mr. Burns has been commended for his attention to duty.

Brakeman R. A. Copeland, on the 2nd 263, November 3rd, while train was pulling out of Cologne, discovered brake beam down on St. Paul 500165. Train was stopped and repairs made without damage to equipment. Brakeman R. A. Copeland is entitled to special commendation for his attention to duty.

Switchtender M. Peterson at Ortonville, on October 5th, discovered brake beam dragging on St. Paul 70462, train No. 64, and on October 14th discovered brake beam down on St. L. & S. F. 122522, in extra east; Brown, conductor. Signals were given to trainmen and train stopped without damage to equipment. Mr. Peterson is entitled to special commendation for his attention to duty.

Flagman Gibson at Waubay should be given special commendation for preventing automobile and driver from getting hit by east bound freight, on the morning of November 15th.

Flagman, train 17, December 9th, should be given special commendation for discovering grain door leaning from car on passing track at Waubay, down against track on main line.

Operator E. C. Paine, Faribault, Minn., and Lee W. Langdon, clerk at same place, have received special commendation for discovery and promptly extinguishing a fire in I. C. car 18706, 11:30 p. m., December 10th. Their prompt action no doubt saved the property and due credit has been placed to them in the roster.

Heroes in Blue Uniforms.

Iowa Division Brakeman W. T. White has received very special commendation for saving the life of an old man by jumping in front of No. 19 as it was pulling into Marion, thirty miles an hour, and pulling the man to safety. Mr. White did this at the risk of his own life.

Superior Division Brakeman Bert Shields has received special commendation and credit in the roster for prompt action at Pembine, October 9th, train No. 6, in pulling an intoxicated man from between the cars when he fell in attempting to board the train.

At the regular meeting of the Chicago Terminals, Car and Freight Efficiency Bureau, held on Tuesday, December 11th, Mr. Rupp, who had been chairman of this committee since its organization, resigned his position on account of having been transferred to the C. & M. Division as superintendent.

In resigning, he thanked each and every one of the members of this committee for their co-operation and earnest endeavors in making the bureau a success.

His remarks were supplemented and concurred in by all present, wherein we expressed our regrets in losing so valuable a chairman as Mr. Rupp had been, and it was through his untiring efforts that the bureau succeeded in accomplishing the large amount of work that was laid out for it at each meeting.

Mr. Rupp leaves for his new position with the best wishes of all the committee for his health, prosperity and success.

W. H. FESLER, Assistant Chairman,
Car and Freight Efficiency Bureau,
Chicago Terminals.

A New Face Among Us.

A timely, cheerful little publication takes its place among the "House Organs," calling itself The North Shore Bulletin. It is published by the Chicago, North Shore & Milwaukee Railroad, in the interests of its employees, of the North Shore Company and of the public. It is wide-awake and has a good punch. Its immediate popularity is assurance of its success.

Sted Goes Visiting.

On December 1st Chief Clerk E. M. Grobel, of the Spokane office, accompanied by Material Clerk A. A. DeLeo and the fellow who catches fish with a typewriter, attended a clerical session at Seattle. Doubtless the attending members from Seattle, Tacoma, St. Maries and Spokane will be accounted for officially in a more detailed report elsewhere so we will cut the buck and turn our wandering thoughts into other channels.

The fisherman had never angled in Seattle streets before, so when we sauntered out of the station into the cold, cruel rain, Mr. DeLeo, who had stopped off three hours one day on his way from Alaska to St. Paul, kindly consented to tourist the chief clerk and fisherman towards the White Building. Under his skilled guidance it makes it simple for me to enlighten one as to the best route from the station to the White Building in case it becomes necessary for you to follow the winding trail. You steer horizontally across a triangular square by the outer circumference of the dingle-dangle, and when you have reached this spot you stand under an eaves spout and let the water trickle down the back of your neck until it attracts your attention. Then you move ten steps north. Now your guide leads you north seven blocks, west two blocks, south six blocks and east three blocks. Here you pause for other reasons when a good Samaritan happens along and your guide asks him where the White Building is. The stranger kindly points out a building against which the guide, the chief clerk and fisherman are leaning. Then Mr. DeLeo kindly informs us he had told us he could lead us to the White Building.

First an elevator, a walk down a long hall, the official door, and we are welcomed by those we know and made acquainted with those we should know which means the whole force. I recall with pleasure such names and titles as R. B. Long, overseer 663; P. H. Turner, A. F. E. specialist; P. E. Schmidt, 728 devotee; Elen R. Gardner, 7 a. m. artist; H. C. Lieben, general utility Hooverizer; Dick Lindstrom, official file chaser; William Wilson, cook de luxe, and last but not least, Irvema A. Bath who makes good reading locals out of scraps from the west end.

It is good tonic to get away from your own office once in a while and note the system and arrangements in the other offices. Deil was uncharitable enough to intimate that the fisherman seemed to prefer "Scraps" to anything else. That bars his entrance beyond the station gates. We plead guilty and hope another concession will be called sooner if not so near.

When it comes to a real tourist guide for the highways of Seattle we can recommend without hesitation Mr. P. H. Turner. He unselfishly devoted his efforts during the evening piloting us to the places worth looking at and we enjoyed every minute of it. At the city ticket office we met Mr. Carson and another ticket seller who wanted to know how fishing was. When a fellow asks how fishing is we try to forget his name because he always asks in a peculiar way so that the fisherman begins to doubt whether he caught any of the fish he laid claims to in his printed articles. But we are going to meet Mr. Bahl in

our usual manner, because he is such a cordial good natured greeter, and besides we foster a desire and are in communication with a premonition that some day next summer Mr. Bahl and the fisherman are going to wade some stream in company. Also we met, greeted, shook hands with and bade so long to Joe Ginet who was outward bound for the windy plains of Montana. Good luck to Joe in his venture.

Why is it one always feels so kindly to the employees of the passenger department of the Milwaukee? Their daily contact with the traveling public has created a courteous cordiality that it is pleasant to come in contact with and must certainly be appreciated by the traveling public. As a pleasant afterthought we take pleasure in advising that every Milwaukee employe in Seattle is boasting good and strong for the noble deeds of the Red Cross society.

Then it was train time and after a hand shake with Mr. Turner we again placed our persons under the guidance of Mr. DeLeo, who hired a street car and escorted us safely to the station, to the waiting train and saw that we landed safely in Spokane the next morning. Mr. Grobel had to awaken him so he could see us safely unloaded.

The Seattle force is a good bunch to bump up against. We hope to go back again soon and scrap it out with "Scraps."

Spokane, Wash., Dec. 11, 1917.

Chas. Bilhorn, Sergeant,
Co. D., Somewhere in France.
Charlie:

It afforded me pleasure to read a recent letter from you published in a Savanna paper. In this letter you stated that the barbers in France, when through with the shaving operations, kissed you on each cheek.

I seriously wonder if you would advise me as to the sex of these barbers? If your reply is favorable you may see me in the trenches most any day.

Yours with suspicions,

Sted.

Savanna, Ill., January 5, 1918.

Friend Sted:

I saw George Layton today and he said Chlp did not attend the Galena fair last fall. Do you know who said he did?

Yours truly,

J. H. Chambers.

It is strange that nobody seems to know if somebody went somewhere, it is queer that if somebody's gone away that nobody knows they are there; if somebody else had traveled some place of which nobody else was aware, why then everybody in somebody's town would spread it with bountiful care. Now that's why there's no one that's gone anywhere in the news I am typing tonight, for nobody told me where somebody went so I could write everything right; if somebody wandered to somewhere, some place, and someone had told me the news, why then every one would know where someone went and chase off the editor's blues. The magazine's going to France every month and some of your comrades are there; they are anxious to read of the Milwaukee bunch, and if somebody else went somewhere; to you it's not much in your every day life to hike off a day on a spin, but the fact that you tell me will cheer up those boys with a brace that will help them to win. So send me your names, your positions and trips, to send to the boys at the front; it's the thought of the name of some old friend back home that will aid them when facing the brunt; some will pause in their sorrow and others in pain, and some in the joy of the life. Just write me you've journeyed and where you have gone, 'twill lighten our soldier boys' strife.

AND DO IT NOW.

On The Steel Trail

S. C. & D. Division Items.

Blanche Manly.

The first thing to mention, I believe, is the fact that we neglected to wish everyone a Merry Christmas and a Happy New Year in last month's items, and believe me, we received a general bawling out from the entire office force for this omission. So here goes—The S. C. & D. Division wishes everyone a very Merry Christmas and a Happy New Year!

Brakeman Wm. Wiedeman has been spending a few days in Chicago. So, also, has Brakeman G. B. Murphy.

Conductor A. E. Bryan and Engineer Geo. Ray and their wives are making a coast trip and expect to land in California for the winter.

Conductor A. E. Monk spent a few days in Minneapolis.

We heard that Mrs. Athon and Mrs. B. C. Jackson were both in the hospital, and to date have not heard as to their recovery, although we trust by this time they are able to be about again.

Mrs. Bert Swift, wife of Brakeman Swift, has been visiting in Akron.

Baggage-man A. E. Stransky and Brakeman H. P. Kent made a trip to New York City to see their brothers who are in camp in that vicinity, before the latter left for France. They must have been favorably impressed, as since returning, Mr. Stransky has enlisted.

Conductor T. N. Donahue has received word from his son, First Lieutenant James Donahue, that he has arrived safely "Somewhere" in France.

Conductor John Weber has been laying off from the Platte Line run for a few days account of sickness, but is back at work again.

It is with deep regret that we report the death of Engineer C. S. Harrington, who was killed in a collision at North Riverside recently when No. 103 and a freight train collided. Fireman Ed Levin has one leg injured to such an extent that it was necessary to amputate same later.

J. F. Weber, son of Conductor John Weber, has received a commission as first lieutenant at the training school at Fort Snelling.

G. V. Kohls, formerly relief agent on the S. C. & D. Division, now stationed at Camp Mills, Long Island, with the 147th Field Artillery, sends us word that he has not been receiving the Magazine, and has missed it. We sent him the last one and will try and remember him hereafter.

Miss Florence Freeze, of Savanna, Ill., spent Thanksgiving in the home of Assistant Superintendent Richards.

D. C. Fenstermaker, assistant engineer, who has had charge of the work at the new terminal, has received word to report for Army duty on January 5th. He expects to have the terminal work completed before that date, and we are going to miss him.

Agnes Tiller and Margaret Dillon, clerks at the Sioux City freight house, spent Thanksgiving at Des Moines.

Many S. C. & D. employees will be surprised to learn of the death of E. B. Parker, at Coon Rapids. Mr. Parker was formerly employed as operator at Akron, Iowa.

Former Brakeman A. Moore spent Thanksgiving in Sioux City on leave from Camp Funston.

Operator E. F. Crevier appears rather sleepy these days. Does anyone know the reason?

Word has been received here that Abel Bernard, formerly a brakeman on this division, is now a lieutenant in the Aviation Corps somewhere in France. All the Milwaukee boys are getting right to the front in every way.

R. A. Bingham, trucker at Sioux City freight house, has quit his perfectly good job to become a soldier.

Engineer T. H. Thompson and wife were called to East Moline recently on account of serious illness of Mr. Thompson's mother.

Freight Conductor Bert Brashear has been running passenger for a few days in place of W. F. Christy. He also tells us he fell down cellar on his nose the other day and his nose looks like

it. We have heard of people coming out of their cellars in a peculiar condition, but never going into the cellar that way.

Conductor F. W. Weed is back from Chicago. He saw Dispatcher Woodworth while there.

Lots of the Milwaukee boys are leaving these days to join the Army in its various branches—S. C. & D. list with the Honor Roll.

We are sorry to learn of the injury received by Foreman John Snyder at Sioux Falls roundhouse. Foreman Snyder fell over a clinker hook in such a way as to get his left arm under the wheels of an engine, and his arm was cut off below the elbow.

Archer Richards took a rather flying trip to Savanna recently. We know what he went for, but inasmuch as he was disappointed, we are not going to disclose the object of his trip.

R. G. Larson, our genial traveling inspector, flits in and out of Sioux City like a streak the same as does Inspector Ward. We say these must be busy gentlemen.

Inspector Garvey was in to see us once this month. We weren't very glad to see him this time, as he bawled us out about our "pitchers" in the Magazine; not that we think they are anything to be proud of, but one does hate to be told about such things.

If anyone wants information on the street car schedule from North Riverside, apply to our stenographer.

Baggage-man Geo. Apted is back at his work again after a few days' sickness.

Iowa Division News

Ruby Eckman.

B. L. Allen, agent for the company at Bridge Water, S. D., has been visiting with his family in Perry.

Machinist Frank Mullen and wife, of Sioux City, spent a week in December with relatives in Perry. They were accompanied home by Boiler Maker Wm. Powers' wife and baby who remained over the holidays.

Charles Robertson, who has been working in the telegraph department in Chicago for a number of months, has resumed his work on his regular position at Perry. J. E. Moore, who had charge of the work during Charlie's absence went to Aberdeen.

Wm. Barker, who has been running a train on the Inter-Urban line between Perry and Des Moines, returned to Perry the middle of December and resumed his position as engine hostler.

John Crouch, one of the most popular of the Perry switchmen, was instantly killed in the yards at Perry Sunday morning, December 16th. He started to pass between a couple of cars just as the switchmen shoved a string in from the other end of the track. He was caught between the draw bars and died instantly.

In the local canvass for members for the Red Cross for 1918 which was conducted in Perry the latter part of December, O. H. Hasse, foreman of the yard crew, secured subscriptions for all the members of his force. In view of the fact that none of the men have ever been naturalized, they felt quite proud of the 100 per cent flag which was given them for display in their cars.

Machinist John Eisle and Oscar Swanson, two of the oldest members of the Perry roundhouse force, were off duty during December on account of sickness.

Night Roundhouse Foreman Sam Labell of the Perry force went to Soo Falls the latter part of December to visit with his family. He had intended moving them to Perry, but they had been sick with scarlet fever and were not able to make the move.

Albert Coil, son of Machinist Coil, and Harry Marshall, a brother of C. E. Marshall, thusmith, have taken the examination in Milwaukee for machinist apprentices.

Blacksmith James Ross spent a few days in Rockford visiting with his brother who is soon to leave for France.

Engineer Guy Emerick was called to Spencer the latter part of December by the serious illness of his mother.

Engineer Jas. Wilson was called to Wagner, S. D., the latter part of November by the illness of a relative.

Abe Rouse, storekeeper at the Perry roundhouse, was in Chicago the latter part of November visiting with his children.

Brakeman Guy Carroll and family visited the latter part of December with relatives in Pittsburg, Kan.

Henry Hall, the switchman who was injured several weeks ago in Perry yard was able to resume work the forepart of January.

Orin Lutze, Frank Colburn and Albert Gable have all enlisted in the Navy and are at the Great Lakes Training Station.

Ray Aeck has passed the examination for machinist apprentice and has already started to learn the trade in the Perry roundhouse.

Baggageman Albert Stuckie, of the Manilla force, spent the month of December visiting with relatives at Springfield, Mo.

Conductor Arthur Peterson was off duty the latter part of November to attend the funeral of a relative in Des Moines.

Yardmaster Roy Wicheal and Brakeman H. P. Wicheal spent considerable time the latter part of November and in December with their father in Melbourne. The parent had gone to Melbourne to visit relatives when he suffered a stroke of paralysis. His condition was very serious for several days. As soon as he rallied he was moved to Manilla to the home of his son, Roy. J. W. Hinshaw was acting as yardmaster during Roy's absence.

H. Estes is the new roundhouse clerk at Manilla since the fore part of December. He took the place of Emmett Barrett, who resigned.

August Berglund, foreman of one of the B. & B. crews, while working at Davenport the fore part of December, was taken very sick with ptomaine poisoning. He was unable to work for quite a while after the attack.

Curtis Marchant was at Perry doing some extra work as train dispatcher during November and December. He returned to Marion when C. L. Kinner, who had been sick, was able to resume work.

Victor Lewis of the car department force made a business trip to Ottumwa the fore part of December.

W. D. McGee of Monticello, has been appointed agent for the company at Perry.

George Fenner was appointed roundhouse foreman at Manilla the latter part of November, taking the place of J. H. Bell, who was transferred to Dubuque.

Fireman J. W. Kirkendall and family spent a very pleasant two weeks in December with his parents in the South. They visited in Georgia and Tennessee.

Brakeman Wilbur Prettyman has been sick for several weeks with an attack of typhoid fever.

Homer Lyons and wife have been spending a few weeks visiting with relatives in Washington. Homer is yard clerk at Perry Yard.

Mr. and Mrs. Wm. Leafe, of Marmoth, N. D., have been visiting in Perry over the holidays. Will is an engineer on the P. S. line.

Operator R. L. Brown has been quite seriously sick for several weeks and has been unable to work.

Mrs. Wm. Lockwood and children, the family of Switchman W. W. Lockwood, went to Sierra Blanca, Tex., the fore part of December to visit with relatives. Mrs. Lockwood's brother and a nephew leave for France soon, and the visit was made for the purpose of seeing them before they go.

Mrs. Henry Clark, wife of one of the veteran engineers of the Milwaukee, died in a hospital on December 16th. Mrs. Clark had been in poor health for several months. Burial was made at Perry.

Dean Brooks, cashier at the Perry freight house, was married on Thanksgiving day to Miss Mary Anderson, of Woodward. They will make their home for the winter with Dean's mother.

The correspondent at Council Bluffs put on her good clothes and came down to Perry for an over-Sunday visit in December.

E. B. Parker, formerly operator for the com-

pany at Coon Rapids, died the latter part of November after an illness lasting about ten days.

November 30th, a fine boy came to receive a welcome in the home of Dispatcher F. E. Jackson of the Perry force.

C. & M. Division Notes.

B. J. Stimen.

Engineer Wallie G. Mann has again resumed work on the Libertyville dinky, after a layoff of several weeks, on account of injury to his finger, caused by the reverse lever flying back and cutting off a part of his finger by jamming it against the boiler head.

Mrs. Slade, wife of Conductor Arthur Slade, has been visiting her son at Waterloo, Iowa, for several weeks. There is a baby boy out there.

Engineer William Robbins has been engaged as a cornet player in Chicago next spring, when Billy Sunday will make Chicago dry. Billie Robbins is an artist with this instrument and will give a good account of himself on the musical staff of the "Dry Campaigners."

John L. Coffey, formerly agent at Libertyville, has been appointed as general agent at Cedar Rapids, Iowa. J. L. has many friends on the C. & M., and we all unite in congratulating him on the promotion.

Train dispatcher Robert A. Helton and wife are visiting relatives in Shelby County, Illinois. Bob has given up his job in the dispatcher's office and will resume work on the line. We wish him well, wherever he may decide to go.

Three levermen have been put on at Rondout Tower in addition to the former force of three operators. This is a much-needed improvement in service, and the company will save money by this arrangement.

On November 21st, a daughter arrived at the home of Dr. Robbins at Madison, Wis. Of course, that makes Hi grandpa. Who would think it!

Fireman Oscar Warner, of Libertyville, while taking water at Rondout, on the switch run, fell backward from the tank, breaking some of the bones in his left wrist. This happened about three weeks ago, and it will be some time yet before he is able to be back at work. He made a visit of a few days at Northwood, Iowa, where his sister resides.

There has been a change in superintendents on the C. & M. Mr. Atkins will be very much missed by the rank and file of this division. We are indeed sorry to see him go, and wish him the best of success wherever he is. P. L. Rupp, our new superintendent, has just taken hold on this division. He is very highly spoken of, and we know that we will soon know him better, and always stand ready to do our part to assist him in any service that is required. We have not yet had the pleasure of meeting him.

Born to Mr. and Mrs. Cash Allemang of Madison, a twelve-pound boy. Cash has been firing with James Dunn on Janesville line trains 142 and 137 for the past three months.

Engineer Robert N. Scott and wife of Libertyville, have moved to Chicago for a few months, and later intend to go to California to spend the remainder of the winter.

Dispatcher Clarence E. Larson was taken sick while visiting his mother at Fox Lake, and was unable to return to Chicago for several days. He had an attack of pneumonia, but was fortunate enough to have it broken before fully developing.

Section Foreman Charles Sowatzke, of Libertyville, has been spending a couple of weeks' vacation at Pittsville, Wis., visiting his folks. He was relieved by Charles Behrens from Walworth.

Mrs. John McEvoy, wife of Section Foreman McEvoy, of Spring Grove, has just returned from the Washington Boulevard Hospital, Chicago, where she underwent an operation. She is reported as getting along nicely.

William F. Howard, formerly agent at Zenda, enlisted in an engineering regiment in Chicago and left with the contingent on December 15th. Mr. Beyer is now agent at this point.

Adam Kranz's extra gang has finished re-laying steel between Belden and Zenda, and the gang has been transferred to Roadmaster Cush at Durand.

Engineer John Alleman, from Milwaukee, with

his family spent a few days around Thanksgiving visiting his brother, Jake Alleman, who is postmaster at Libertyville.

Engineer Louis Kohlman, who enlisted at the Great Lakes several months ago, is figuring to be transferred from there into active service in the navy, and may leave for the sea at any time.

Section Foreman Henry Goff and wife have just returned from Fair Oaks, Ind., where they were called on account of the death of his brother's wife. Mr. Goff resumed work at Bardwell November 21st.

Tacoma Tide Flats.

J. V. Miller.

Congratulations, Mrs. Kendall, on the Xmas number of the Magazine.

We certainly appreciate the letters from the boys at the front as most of us expect to get over there and we like to know what we are going into.

Our office boy, Louie, wrote me a personal note asking why he has not been mentioned in the Magazine yet, as he has been here two months and in that time has received a broken nose and a broken heart which he states should be enough to get his name in the Magazine. In explaining these breaks he says that when he got his nose broke there were only two blows struck, that is, "he hit me and I hit the floor." As to the broken heart he said there were too many in on that now and he would make no statement.

If we took all these people at their word who ask us not to mention them in the Magazine I am very much afraid they would be slightly peeved. However, never fear, we are going to continue writing them up as long as we can keep within the law.

P. A. Manley paid his fine so we are out a few trips to McNeill's Island.

The new shipyards sure knew where to come for good men, as they took about half of our force. There will have to be some quick action from now on to save the remaining force.

While I am writing this in comes Louie and quits his job. Bet he is going to be president of some concern. What will Betty do now?

Miss Pollock and Miss Hagen are new additions to our force this month. We had more than this, but they are the only two that stayed long enough for me to find out their names, and Herb Love will testify that I am not slow on that question.

We almost got a raise last month. We asked for it and got turned down. Pretty close shave, say we.

C. F. Maase was away from his desk several days during the past month trying to shake a cold. Yea, brother if they would only allow us the bottle to shake again we would not waste time shaking a cold.

Mrs. Meeker spent Thanksgiving in Spokane, and Miss Thornton spent the same at South Bend. That's all right as long as they don't spend their money.

Herb Love thanked us very kindly for mentioning him last month. He is the first real honest person we have mentioned because he admits that he likes to have us write him up.

Dick Dunwoodie is now saving his money to purchase a head of hair. He never saved a cent before the girls came, which is another proof that women can work wonders with the men.

A. C. Beinert expected to enjoy his Xmas dinner at Mother's table this year, but J. B. Mason could not resist the offer of the Foundation Co., and Arthur will now have to take dinner with Sam Oas at the local eat shop.

Harold Brautigan, Bill Baily, and several other inmates of the Car Department, are sporting an awning over their eat shop.

Wish I could find the father and mother of the Milwaukee family, and believe me I would write them telling them how badly their clerical children need something. Perhaps they will send Santa Claus around, and perhaps they will not.

Baxter is looking forward with joy to the next draft. He is going to be in it and is going to try and get a commission before the rest of us arrive. I know the job he is going to give me right now.

Tacoma Store Department hopes that you all enjoyed a Merry, Merry Xmas and that the New Year will be more prosperous for all of us.

La Crosse Division Doings.

Guy E. Sampson.

Agent William Harris, of Lyndon Station, is taking his annual vacation, and Mr. Schwalbach, of Germantown, is taking his place. Mr. Harris is one of the oldest employes on the road, and deserves a winter vacation every year.

Operator Rosa, of Raymore, is also taking a vacation, and Guy Beam is pounding the keys and detaining trains on the two-mile piece of single track between Raymore and Tunnel City during Rosa's absence.

While a number of our employes went to the northern woods during the open deer season, yet not as many went as had gone in former years. The excuse offered by them for not going was that everything one has to buy has advanced so far beyond the wages of the average employe that it is necessary to work every day of the year.

During the Thanksgiving passenger rush, some of our extra passenger conductors were pressed into service as helpers. Wm. Shaffer and Jerry Lynam from the west division, and nearly all extra men from the east division were used, as they are handy to get in Milwaukee when needed. L. Daniels, west division, also on passenger. Conductor Mike McQueney is taking a vacation, and E. J. Brown is working in his place.

Jerry Lynam was absent from his position as conductor on the way freight a few trips on account of the sickness of some of his relatives at home. A. M. Levans worked in Jerry's place while he was away.

Ray Long and wife spent the most of the month visiting various parts of the state, while Art Otto took Ray's place, running the night pusher crew at Sparta.

Agent Cecil Upham, of Mauston, took Thanksgiving dinner at the home of his parents, Agent Wm. Upham and wife, of West Salem.

St. Clair Poquette, yardmaster at Tomah, laid up with rheumatism at his home. All hope to see him back on the job soon, and especially hope to see him rid of the rheumatic pains.

A brand new two-stall roundhouse has just been completed at New Lisbon, to keep some of the four engines in that tie up at that point. Don't know how the rest of the engines are expected to be kept out of the weather unless the Red Cross knits them some sweaters.

A crew of men were employed at North La Crosse a few days this month, putting in a new main line from Rose street to the wye below the coal shed, making double track through the entire yards. Some improvement, and one that has been needed for years.

Brother Wilcox, correspondent for the W. V. Division, was in La Crosse Hospital one day this month consulting a physician. We did not learn all the advice that the doctor gave Willie, but we did notice that he was only absent from duty two days, so we feel assured that it was nothing serious—at least, we hope not.

The gods of fortune have surely visited our happy division and handed out some handsome gifts in the line of promotions. W. G. Bowen, first trick dispatcher, was promoted to chief dispatcher on the northern division, and N. A. Meyers, third trick man, was promoted to chief on the I. & M., and located at Mason City, Iowa. Every employe on the whole division congratulates the boys on their promotion, as all know that they were not given them as a present, but rather as a reward for long and faithful service.

Passenger Conductor Jerry Mullen was absent from duty a few trips this month on account of illness.

The new form of transportation has proved much harder for conductors than the old forms. Not only being a new method to which they were not accustomed, it also necessitates the filling out of a slip for all transportation, except form L-49, which form is only sold to points on the division where they are sold. Those who think that a passenger conductor has nothing to do except keep his uniform looking like it was the first time he had worn it, and attend to all the duties of a regular information bureau, should see him working over his ticket reports at least four hours after he has seen his passengers safely landed at his terminal.

Operator Sam Hunter has returned to Milwaukee and taken the third trick dispatcher's post.

tion since N. A. M. has been promoted. Mr. Manskey, of Watertown, is filling Sam's place on third at Portage. Siebald has taken third at Kilbourn and Guy Benn has taken third at Tunnel City.

And now, just at Christmas time, comes a new face among us under the title of Lilly Ann, and coming from the Wisconsin Valley Division, we suppose she must be the "Lilly of the Valley." Glad to meet you! Thanks, keep the change; the pleasure is all our own. But please remember the M. N. G. Club, and get in the swim with the rest.

No, Nora, we are not the mean thing that you try to make out that we are, and on our next trip west (Mrs. and myself), we will notify you when we are coming and give you a chance to tog up a bit, comb your hair the latest way, and slip on an icy sidewalk and meet us somewhere on the line, even if we have to sit up half the night to meet your smiling face. Now I do hope you will stop calling us such horrid names!

We can't see for the life of us why Ed. Griffith, correspondent from Marion, objects to certain people holding "church" in the country on certain evenings, as long as Clark enjoys it. Nice evenings for holding "church," too.

With the photos of the old-timers on page 6 and the photos of the new-timers on page 26, of the December issue, it sure was a very interesting magazine. The short, concise holiday greeting of President Byram was sure a masterpiece, and should be taken by all employees of this great railway as a personal introduction to the man to whom all loyal employees are more than pleased to pledge their support in this time when every employee's best is the least they should offer. While idle words and promises amount to nothing, a promise backed by efficient service means still more than we anticipate in these strenuous times. Today, the employee who leaves an empty car standing on a side-track, is directly responsible for the hunger this car would have averted had it been moved to a place of loading.

Operator O. T. Balgord is working third trick at New Lisbon since E. Andres has been placed on third side wire job in the chief dispatcher's office at Milwaukee. Earl's advance is another case of "efficient service" not overlooked.

Yardman George Lynscoff, of Portage, was laid up a few days on account of illness.

Sunday evening, December 16th, while switching in the Portage Yard, Orrin Cadman, in some unknown way, was caught in such a manner as to seriously injure both legs, severing some of the arteries. For several hours it was feared that the loss of blood had been so great that the injured boy could not recover, but at this time, December 18th, reports are favorable for his recovery. Orrin's only brother is just recovering from a broken limb obtained in a wreck last fall. Their father, Sam Cadman, has been an engineer on our division for years, but has been lucky in escaping accidents, while his two sons draw such bad luck at the beginning of their railroad career.

The subway at Portage is complete and in service. This closes two streets in the Portage yard, and is a great help to trainmen.

Mrs. Pike, wife of Engineer Harry Pike of Portage, has returned to her home after a successful operation and is fast improving.

Camp Robinson, near Sparta, which has been a very lively place the last few months, became a deserted village Sunday, December 9th, when practically every man and mule moved out to eastern points; didn't hear how far east.

Death entered the home of Conductor Peter Hollinshead and wife December 5th, and claimed the life of their infant. The sympathy of all employees is extended to the bereaved parents.

A letter just received from "One T. P." somewhere in France, was sure a fine one, and from the tone of it he would be more than pleased to get a letter from any or all of the M. N. G. Club, or any other employee who sees fit to help the boys in France by just a word of encouragement and greeting.

We are pleased to see our old friend, John O. Jones, back on the repair track at North La Crosse, after being laid up at his home for almost three years. The best doctors were of the opinion that John had done his last day's work some time ago, but thanks to a "never give up spirit" and a faithful wife to nurse him day and

night, today he is back on the job looking as well as ever.

An old landmark went up in smoke December 17th, when the C., M. & St. P. elevator that stood between North La Crosse and La Crosse burned to the ground. Standing, as it did, in the very heart of the middle yards, only quick and efficient work on the part of all employees saved all but two cars of flour from the many cars in the yard. One of the cars that the boys saved from the fire had large, "Inflammable" tags on all sides, and from all appearance contained explosives. But, upon investigation, it was found to contain flour; and someone had failed to remove the tags as per orders. Nevertheless, the boys are entitled to as much credit as though the car had contained explosives.

Notes from the SM, West. J. W. Malone.

Brakeman John Carr, who has been laid up the past six weeks with a few broken ribs, has resumed work again.

Engineer Hans Hanson, who has been in the officers' training camp at Fort Snelling, Minn., the past three weeks, has returned to Madison, owing to the fact that Mr. Hanson was confined to the hospital the major portion of the time he was there with rheumatic trouble. He was advised not to accept a commission until his health had improved.

Roundhouse Foreman H. H. Willard, Madison, has been on the sick list the past few days, relieved by Machinist J. J. Lang.

On December 15th, at Madison, the infant daughter of Mr. and Mrs. Bert McDonnell died. The sympathy of the entire division is extended in their bereavement.

Adolph Moe, the genial clerk in the roadmaster's office at Madison, spent a few days at Vienna, S. D., the past week visiting his brother, Nelson Moe, agent at that station.

O. H. Cox, agent, Wentworth, was a Madison shopper the fore part of the week.

Roy Jones, operator, Lakefield, is relieving at Howard Station, while Agents Campbell and Phillips are exchanging positions.

Agent J. G. Leiser, Colman, has been relieved at Colman, while he is looking up the prospects of enlisting in the U. S. Army, relieved by Agent R. M. Olson, of Huntley.

Agent G. B. Turner, Fulda, has returned to work, after completing official business at Chicago.

Passenger Brakeman Charles Foote has bid in the Wells-Minneapolis run. While we are sorry to see Charlie go, yet we wish him the best of success on his new run.

Frank Malone has taken the position vacated by Brakeman Foote, and is now nicely located at Madison, the welcome of the SM West is extended.

While you are reading this, the New Year has started in full swing, we hope that it will bring to each and every one of you those things that make life most enjoyable and to the "boys across the sea" who are fighting our battles, may your efforts be crowned with victory. May full honor be bestowed upon you and may you return to us in the full glory of your manhood. As you "go over the top," our prayers are ever for your safe return.

Machinist Harry Opie has returned to work at the Madison roundhouse after an absence of six weeks of illness.

Brakeman John Kutcher and family have been visiting relatives in North Dakota the past ten days.

Dudley Simpson, ticket clerk, Madison, was a business visitor at Mitchell recently.

Iowa (East) Division Notes. J. T. Raymond.

Clyde E. Kinney, of Chicago, made a brief visit with Marion friends recently.

Engineer and Mrs. W. R. Barber visited their son, Leroy, who is in camp at Waco, Tex. They were accompanied by their daughter, Lucille.

The Delmar Junction well has been drilled to a depth of 1,200 feet, and a satisfactory flow has been obtained. The prospects are now, that a tank will be erected at that place before very long.

We found the Christmas number of the Em-

ployees' Magazine intensely interesting. The appropriate cover design and special contributions by Mrs. Sill, Mr. Sampson and "Sted," and the news from the boys of Company D in France, was especially enjoyable to the folks out this way.

Agent Tom Lynch, of Delaware, was called away on account of illness of his sister. Raymond Zimmerman is relieving.

Harry Murphy, in Superintendent Marshall's office, has five rare little household jewels. We expect to have a nice group picture of them for the magazine soon.

Operator E. E. Edwards, of Oxford Junction, was absent several days on account of illness. F. E. Day is relieving.

Engineer Will Bunting, of Miles City, was a visitor in Marion with relatives; also accompanied his mother on a trip to Chicago.

Operator T. L. Howlett has been appointed second trick operator at Sabula in place of B. F. Hoffner, transferred to Dunbar.

John Tordsen, braking on No. 97, November 21st, was fatally injured in a derailment near Wheatland, caused by a broken rail. The accident occurred at 9:30 in the morning. Mr. Tordsen was taken to Dr. Bittner's office at Wheatland by auto and given every possible aid and attention. Mr. Tordsen was a long time faithful employee and frequently in service as extra conductor; he was much beloved by his fellow employees and highly esteemed by the officials. All sincerely regret his untimely death. The funeral was held at Oxford Junction and was very largely attended.

Conductor Charles N. Dow is absent from duty and resting up a little. Conductor Thomas Costello is relieving.

Conductors H. F. Fox and B. F. Pulley were laid up for a brief time by injury received in the accident to No. 97, but have resumed work.

Switchman Ebbert has taken unto himself a wife and will make his home in Marion.

Day Yard Clerk E. Eagle and family have gone to Missouri for a few days' visit. Brakeman George Price is filling his place.

All the operators are smiling. Wonder why?

To All the Co-Workers of the Iowa Division.

I wish to extend our heartfelt thanks for the sympathy and beautiful flowers in our time of great sorrow.

Mrs. John Tordsen.

Marion Roundhouse Notes.

Ed. Griffiths.

The winter is sure here—14 below. We had fair warning though, as "Davy" Gordon laid off about three days before it came, and when asked when he would be ready for work, advised he would let us know in the spring.

Engineer George Greene, the oldest engineer on the Iowa Division, is laying off for the winter and his pet runs, 31 and 32, are open.

Engineer O. S. Thompson is spending the holidays in the East.

Thomas T. Pullin, the veteran fire builder, spent a few days in Chicago shopping.

Engineer Vaughn visited friends in Minneapolis over the holidays.

Boilermaker Fred Welter is back on the job again after being off two months with an injured eye.

Everybody goes to Savanna.

We have hired about a dozen new firemen on the Iowa Division, and the names on the board look rather strange, after at least three years without adding to the list.

Clarence Rohrer, formerly boilermaker helper at roundhouse, but now with the army, spent a few days at home giving us a call.

Engineer Frank Millard enlisted in the navy. Otto Bensch spent the holidays at Cascade, Iowa.

The weather has been very bad for this time of the year down to 18 below zero, both out and inside the roundhouse, but we got by in fine shape, with very few delays.

Engineer William Barber spent the holidays with his son down in Texas, who is in camp there.

Engineer "Davy" Gordon and his fireman "Nick" Harry is taking a trip through the South.

We expect to hear great things after these two "old-timers" get back.

News of the Illinois Division.

Mabel Johnson.

Operator J. J. Duhigg and four sons of Davis Junction, visited Mr. Duhigg's father at Auburn, Ill., for few days.

Operator Pingree is working third trick at tower B-12, relieving Operator McNearney, who relieves Operator Paul Pratt for a few days.

Operator Treman resumed on second trick at Hampshire after a long illness, relieving Operator Aldrich, who relieved Operator W. C. Head on second trick at Elgin, Operator Head working second trick at "A" office, Savanna, for a few days, relieving Operator Lane and Lane working second trick, R. & S. W. Dispatcher W. G. Ende on special work. Operator Head later went to first, at Fox River tower, relieving Operator Howard Eldred, who comes to second trick, Savanna dispatcher's office, temporarily.

Agent H. H. Miller, Forreston, off a few days, relieved by Operator Klome from Kittredge; Operator Klome relieved by Dan Teeter from first trick at Ashdale, F. O. Brennan working first at Ashdale. Teeter was later relieved by Operator Hildebrand for two days.

Conductor M. Coyle relieved E. W. Altenbern on the Elgin run for a few days on account of death of a relative.

TRM T. P. Woodward is off duty on account of sickness. Hope for his speedy recovery.

Conductor J. Deill has had to take leave of absence indefinitely on account of sickness. He is being relieved by Conductor J. W. Cook on No. 25.

Conductor C. A. Altenbern was off duty on account of an attack of grippe. Conductor Winslow relieved him on No. 30.

Jerry Hansen, clerk in the superintendent's office, Savanna, spent November 17th in Chicago. He took a little "snooze" in the comfortable chair car on No. 6 that morn. The time flew, but little Jerry knew, that right beside him—though none of his kin—sat a dark "Alabama belle."

E. K. Albright relieved Brakeman H. J. Mahoney on Nos. 25 and 26 for thirty days on account of sickness.

Timekeeper of the Illinois Division received a large box of candy from some of the Illinois Division trainmen. Now wonder she looks so "sweet" lately. Pass 'em around, Coral!

Asst. Supt. F. L. Richards, of Sioux City, made a short visit in Savanna the night of November 26th.

The operators in the chief dispatcher's office, Savanna, have donned new shirts and shoes—because of their recent increase, no doubt.

Mrs. Eber Dale, wife of Switchman Dale, Savanna yard, spent December 19th in Chicago.

Mrs. Charles Vomhoff, wife of a freight house employee, spent December 20th with Mr. Vomhoff, who was injured and is now in Washington Boulevard Hospital at Chicago.

Two of our Illinois Division freight brakemen, L. J. Morris and J. A. Monahan, have joined the colors recently.

Corporal John Edleman, Hdq. Co., 333d Field Artillery, Camp Grant (former Illinois Division brakeman), spent Christmas with his folks in Chicago.

Donald Greensward, trucker, Savanna, is visiting relatives at Elgin.

G. F. Moormann, rate clerk, Davenport, spent a few days visiting in Milwaukee the middle of December.

Mrs. W. H. Nolan, wife of Car Inspector Nolan, Savanna, visited her relatives in La Crosse, Wis., for a few days.

Blanche and Sadie Keenan, daughters of Air Brake Inspector Keenan, Savanna, visited their sister in Chicago recently.

Frank Benbow, clerk, Savanna yard office, visited in Milwaukee, Wis., the latter part of December.

Delia Cush, Roadmaster Cush's daughter, of Savanna, spent a few days visiting her sister in Libertyville, Ill., in December.

Operator Stumphy, Ashdale, has been assigned to third trick at East Moline.

Sis Hopkins.

A Merry Christmas and a Happy New Year to all!

With sadness, yet gladness, we said good-bye to our worthy car accountant, J. L. Brown, who was promoted to be assistant superintendent of transportation. To say we miss him is expressing it mildly. W. W. Scannel, assistant freight auditor, is filling the vacancy. Our best wishes extended to both.

We notice the price of courtship has been increased. It will now cost three cents to send a letter to Iowa.

Division street won! Yes—just ask the boys that are bowling.

E. Hackett visits Camp Grant frequently. He likes the place very much, and expresses his regret at not being eligible to the army.

Miss Lillian Conrady has accepted a position on the third floor as comptometer operator.

A call from the Y. M. C. A. came to our office, and it is needless to say was responded to promptly.

E. Doyle has left us and returned to Mannheim.

Never ask a man who gave him his black eye. Nobody gave it to him; he probably had to fight hard for it.

Eddie has a little Ford,

'Tis painted black as coal;

And what he spends on gasoline,

He saves upon his sole.

Since "Sis Hopkins" has turned to literature, the magazine is in great demand. We hope she does not neglect the magazine, now that she is knitting.—(A Reader.)

Kansas City Division.

Billie.

Engineer Fred Prior has turned in for the winter, now that cold weather is here for keeps. Engineer Levi Wright has also hibernated, and to the list may be added Harry Kimble and Hoot Lawler, along with Joe Palmer.

By the way, Joe Palmer has made it known that he is not going to take his usual siesta at Palm Beach this winter: says that, on account of the war, he will winter at Miller's restaurant.

Miss Martha Williams spent a few days the last of November visiting friends in Mt. Vernon, Iowa.

Operator J. L. Wright was on crutches for about a week with a sprained arch. He won't admit it, but we think his Ford kicked him.

Engineer H. Ahrendt has been laying off for the past week; cause, cold weather. Engineer Buehler has been off; same cause.

Fireman H. McCoy, who had one of his toes severed some time in July, returned to work, but on his first trip dropped a stoker bar on it, re-injuring it, so he has been off again for the past three weeks.

M. L. Fromm, operator, Amana, Iowa, was married November 28th. He didn't tell us the name of the bride, but he did promise me a box of candy that I never got.

Newt Edwards, oil house man, has taken two weeks' leave of absence and is visiting relatives in Houston, Tex.

While loading a piano at Mystic, November 21st, it fell from the truck and caught brakeman Con Shay, dislocating the ankle of his left foot. He is still in the hospital, but is reported to be getting along nicely.

Storekeeper F. Heffron, his assistant, Merrill Durham, and Machinist Helper Ivan Franklin spent three days in Kansas City last week, and we have had a sickly trio since—too much white way.

Fireman Don Norman has been off for a week on account of sickness.

Richard Kling who, for the past two years, has worked in the roundhouse as machinist, has been promoted to gang foreman at Savanna, Ill.

The following have been added to the list of firemen: Leo F. Wardleow, R. T. McMillin, Cecil Belle, H. Reisch, Robert Lewis and J. T. Mullen.

Former night roundhouse foreman, Ed. Kaiser, has resigned, and has been succeeded by O. R. Werkmeister of Savanna, Ill. Mr. Kaiser has gone back to his trade in the roundhouse—days.

Engineer Ed. Hackett received a painful injury to his ankle last week, having fallen off engine 2446 while coming to Ottumwa on way freight. He will be laid up for about a month.

Appreciation.

Lone Rock, Wis., November 29, 1917.

To the Employees of the Chicago, Milwaukee & St. Paul Railway Company on the west end of the Prairie du Chien Division:

On the third day of October last I was taken ill with typhoid fever, and for a month was unable to follow my employment as a section hand at Lone Rock. I was presented with the sum of \$22.50 on Thanksgiving Day, which was collected for my benefit from the employees of this company. This was an agreeable surprise, and I wish to extend my thanks and in this way show my appreciation for the fund and the kindness shown me.

John Repka.

MOTORING ON THE MILWAUKEE.**Up and Down Hill on the Rocky Mountain**

Division.

N. B. Sull.

The high altitude just didn't seem to agree with me, so I came down off my perch on top of the hill, and here I am right in a real town with real sidewalks and "other modern conveniences." Who said they wouldn't ever close up Loweth? Now I sit around with all the rest of the folks and "just simply can't understand how anyone can live up there" and have the nerve to complain about a little mud (no snow being visible). Anyway, this is a nice sort of a job, soon as you figure out that most of them are hollering at the caller instead of the operator. There wasn't as much to do at Loweth, either. I hadn't been in the office fifteen minutes before I sold a ticket to Willow Creek.

The helpers are again back at Lennep with C. R. Rader and Engineer Martin on the job. Three operators now at Lennep, Miss Francis Peacock second and Mrs. Kate Chambers on third. Mr. Blzer is agent until the return of Mr. Bothmer from the East, where he is spending the holiday season with his wife and little son. His brother, who worked at Lennep and Martinsdale, is with him.

Martinsdale closed again with only the agent on duty. Selkirk closed. Operator Weatherly working side-table, Deer Lodge. Tom Kane, promoted to trick dispatcher second, east end, later bumped by our pleasant Mr. Drummond, who had been bumped by Mr. Haggerty from the Missoula end, on first.

Mr. Hill, night chief, has the new job of day chief at Miles City. Understand the chief there was drafted. Operator Dat, working a few days at Harlowton and about a week at Deer Lodge side-table, sent to Three Forks, first, in Mr. Walker's place, who has gone to White Sulphur Springs as operator there. Mr. Park, working first at Three Forks for about a month, now working second, Harlowton, Mr. Alexander first there.

Elvira's old pal (how she does miss him), now working as cashier at Harlowton, wrote me a nice little letter, for which I hope he knows he has my lifetime friendship; and please don't let it be the last one, J. H. R.

Goodness knows, if I had heard of a thing about Harlowton to write, I never would have left you out at any time. Mr. J. H. McBride, former cashier, has resigned.

Miss Bea Flynn, who worked some time ago as operator at Lennep and later, on the Musselshell Division at Shawmut, is now working at Harlowton as expense clerk, Mrs. L. Bombard billing. "Jake Cox, warehouse man, and our "best friend in the smoke fund for the sodjer boys." W. T. Hart is the most 25 agent on the system.

W. W. Black, yardmaster, was called East on account of the death of his step-mother the first of December, returning about the middle of the month. Jim Daugherty acted as yardmaster during his absence.

Jack Knaff, ticket clerk, is the original "smile that won't come off" on the ladies' waiting-room side. Wish he would smile through this ticket window for me while I clear half a dozen trains. Wouldn't have to tie myself up into so many knots and make Mr. Drummond choke himself to death trying to keep from swearing, when he can't reach me and jerk me back to the telephone.

Keep right on smiling, Mr. Knaff; possibly you don't have to hunt for the callboy and answer the eleven different telephones, which all wish to know at once all at the same time just exactly what they want to know, and have four different men on six different wires telling you what they think of you because you are too light for the job. But—I can tell the difference between a soft list and a night letter now, and I also know which side is east and which west on the register.

J. W. Shoemaker, third-trick sub-station operator at Josephine, has moved his family there.

Lowell, the small son of Conductor Moore, was accidentally shot, the eighth, while playing with a gun which was not known to be loaded. He was taken to the St. James' Hospital, in Butte, and brought home the fifteenth, and is improving rapidly. Mr. Moore now has the east end local freight.

Trains Nos. 33 and 34 were taken off the division Sunday, the 16th, and Nos. 15 and 16 will do local work, Deer Lodge to Harlowton. No. 15's time is ten minutes later into Three Forks, and No. 16's fifteen minutes earlier.

The sad news of the death of Mrs. Ella Davis, mother of Charles Davis, our west end R. M. Div. engineer, was omitted from the division correspondence of last month through an oversight on my part. Mrs. Davis died in Deer Lodge, and Mr. Sampson, of La Crosse Division, tells us she was laid to rest in her old home town of Fountain City, Wis. Engineer Joe Daniels accompanied Mr. Davis on his trip East. The sympathy of the entire division goes to him in his trouble.

The ladies' auxiliary of the brotherhood of railroad trainmen gave a card party and dance at the I. O. O. F. Hall the evening of Wednesday, December 5th. Everyone enjoyed a very pleasant evening, and if the rest of the supper tasted as good as the "cats" that Motorcycle Dick brought down to yours truly, I can easily understand why all the trainmen look so happy and "well fed." I can't help but wonder if Richard dropped that plate of cake, trying to learn to balance it on his head and ride his bike at the same time. Anyway, it tasted like the real thing, and I didn't worry about a thing like that until afterward. Dick has dimples in his cheeks, and is an art student, and the other caller studies Shakespeare. Any and all suggestions will be gratefully received as to how one should conduct one's self around a high-brow bunch like this.

Conductor Earl Wilson spilled a few box cars around over the right-of-way near Eustis Saturday evening, December 15th. He brought the head-end of the train in, and when asked if they were loads or empties, said they were all empties except one when he started out, and it was empty now (into the river)—where the line man and car repairer were, a few hours afterward. Jim Beetson would make an awful splash, wouldn't he?

Louie Milhieser, car repairer at Harlowton, was injured Sunday morning while working on some cars. He was brought to Three Forks Hospital on No. 15, where he died later on. He leaves a wife and three small children, who accompanied the remains to Oconoc Falls, Wis.

Notice C. K. Priddy working as operator on the Iowa Division. Mr. Priddy was formerly an operator on this division several years ago.

Section Foreman Carlo Francisco and Tom Mosello, son of Section Foreman Tony Mosello, left the first of December for Chicago for several months' vacation. Frank Sullivan relieved Mr. Francisco at Loweth.

Mrs. Moon and small son, wife of Sub-Station Operator Moon at Loweth, came to Loweth from Spokane the last of November.

Charley Steel, conductor on the R. M. Div., left for Kansas City, December 17th, to spend the Christmas holidays with home folks.

Conductor Harry Buyers has just returned from a hunting trip for about two weeks; also Engineer Everett and son, off for a few days' shooting. Did not learn what success they had.

Those Milwaukee shop items—old passenger cars camouflaged by having the windows boarded up—have nothing on this division. Mr. Murphy's car is "camouflaged" by having a whole shed built around it, so no one can take any pictures of the thing. Mr. Murphy is a modest man, and so is his "Jap," and a little of that front-line stuff goes a long way. Didn't learn if the Jap is back yet or not.

Mr. A. H. Wilkins, now trainmaster on the

N. M. Division, stopped off in Three Forks a few days the first of December for a short visit with his daughter, Mrs. Brackney.

Notice all the nice things said in the S. C. column about brakemen E. Batchelder and D. J. Maloy; also Conductor Eisenman and Engineers Elliott and Douglass? Also, did you notice the pretty little lady on page 24, whose name is Catherine Louise Murphy?

Conductor Bates is "acting boardman" at Three Forks during the absence of George Waterman. John Lane is on the job nights.

I hope to have a better writeup from now on, as all the folks who come and go can't escape my eagle eye forever. Many thanks to the few who have sent me notes, and here's hoping you will keep up the good work. A Happy New Year to all of you, and as Christmas was over when the next magazine comes out (wasn't the cover on the December one a dandy?), hope you all had a Merry Christmas and got lots of goodies in your socks.

Twin City Terminals.

Eleanor A. Boyce.

Miss Idell N. Widholm, former correspondent for the magazine, and employed in Superintendent Van Dyke's office, Twin City Terminals, was married, November 14th, to Harold Grosser of Bozeman, Mont. The wedding was a very pretty affair, and was attended by Idell's many friends. The numerous parties given in her honor before the "occasion," expressed the high esteem of "the girls." We all wish Mr. and Mrs. Grosser a very happy future.

St. Paul has the honor of the youngest lieutenant in the U. S. Army. John Sullivan, twenty-one years old, whose home is 1744 Marshall avenue, St. Paul, was commissioned first lieutenant at Fort Snelling training camp. Mr. Sullivan is a former St. Thomas athlete. We are very pleased to place this young man on our honor list. Up until the time he enlisted, he was employed as assistant bill clerk in the St. Paul freight house.

George Hancer has resumed his duties in Superintendent Van Dyke's office, after being on the sick list for two weeks in the Northwestern Hospital. George had a very bad case of pneumonia. Frank Corcoran acted as car distributor in his absence.

Miss Elsie Bender, stenographer in the superintendent's office, is away on a leave of absence on account of poor health. We hope Elsie will soon be with us again.

Frank Quirk, formerly employed in Mr. Van Dyke's office, now located in Chicago, made a business trip to Minneapolis Sunday.

The Milwaukee depot bowling team is leading the Milwaukee Bowling League. Some of the games have been excitingly close, and a great deal of rivalry has arisen between the teams from the shops and depot. "Pep" Bracket is steadily increasing his average, and at the present clip will reach the straightaway class, that is, if the bowling shoes hold out.

Harry Murphy, formerly in the district carpenter's office, has left the employ of this company to accept a position as chief accountant for the Soo Line at Thief River Falls. He makes week-end visits to Minneapolis. Wonder why?

Miss Gertrude McLaughlin, stenographer in District Engineer Powrie's office, left for Washington, D. C., December 3d, where she has accepted a position in the U. S. quartermaster's office.

Austin Ward, former stenographer for Mr. Alerton, has accepted the position of investigating agent with the claim department.

John Dougherty, district police inspector, made a business trip to Seattle the fore part of the week.

Miss Mary Fredrickson, stenographer in Superintendent Thiele's office, was married, December 7th, to Mr. Henry Johnson, first lieutenant, stationed at St. Paul.

Miss Harriet Aspellin, trainmaster's stenographer, has accepted the position of chief timekeeper for the River and I. & M. Divisions. Miss Lewis will take Miss Aspellin's place as stenographer.

Ben Williams, former lineman Twin City Terminals, left with the Soo Line men in the Russian Railway service.

Miss Ruth Bender, who was formerly employed as stenographer in superintendent's office, motive

department, has accepted the position of stenographer in Superintendent Van Dyke's office.

Carl Pihl, chief clerk in A. S. Willoughby's office, endeavored to keep it quiet, but it all came out. He's married.

Miss Margaret Eddy will take Miss Fredrickson's place as stenographer in Superintendent Thiele's office.

Fire Inspector Tom Ward held a fire drill at South Minneapolis shops, December 3d, which proved to be very successful.

Harvey Rice has been appointed chief clerk in the district carpenter's office, Minneapolis.

Daniel Wolf, general carpenter foreman, Minneapolis passenger station, has recently taken unto himself a bride. They are residing at 3632 14th avenue south.

River Division Items.

H. D. Witte.

A Happy New Year to you all.

John Sundheimer, former chief clerk in the office of Superintendent Thiele who was recently appointed chief clerk to Superintendent Mott Sawyer of the I. and D. Division, has received a commission as lieutenant in the Russian Ry. Service Contingent.

J. T. Johnson, traveling engineer of Northern District has the misfortune to fall and fracture his leg at Aberdeen, S. D. He is now confined to the hospital at Minneapolis.

J. Fleming is making his monthly inspection tour of the roundhouses at Chippewa Falls, Menomonie, Eau Claire, Winona and Red Wing, over which he has supervision to see that they are kept in proper condition and doing away with the sparrow which builds its nest making it a bad fire originator. J. P. is always after this and we note the fire brigade who are exempt from draft but step lively when the Phony Alarm is turned in.

H. Lodbell, engineer on River Division, has been laid up on account of blood poisoning, but from all reports is doing nicely.

Joe Schmidt, car inspector, and G. Moser, signal maintainer, attended the Safety First Meeting at Minneapolis.

Conductor Calhoun, Farmington, is rejoicing over the arrival of a daughter at their home, December 10th.

Roadmaster H. C. Kassabaum and Chief Carpenter John Ostrom attended the Safety First Meeting at Minneapolis.

Dubuque Division News.

J. J. Reilhan.

Brakeman L. Michel and wife visited friends in Rochester, Minn., last month. On their way back to Dubuque they stopped off at Harpers Ferry for a day or two and took in a dance.

Conductor R. H. Kearney, local chairman of the O. R. C., has returned from Chicago, after concluding schedule negotiations, and resumed work on the West Union Line.

Conductor Chas. Merwin has fully recovered from injuries received this fall and has resumed work on Nos. 4 and 25.

Agent Beerman and wife, of Spring Grove, made a recent visit to South Dakota.

Brakeman McCauley has left the West Union Line and is back on the main line, working as an extra conductor.

Conductor L. E. Dunham was laid up for about two weeks on account of a sprained ankle.

Born to Fireman Robinson and wife—a baby boy. Lloyd has been "dingy" ever since.

Pump repairer Esmay and wife, of Harpers Ferry, are the proud parents of a baby girl, born last month.

The many friends of Conductor Dan Cronin are glad to know that he will soon resume duties. Mr. Cronin has been laid up since last winter, when he fell off a car, breaking an ankle.

Agent J. J. Reilhan, local chairman of the O. R. T., was in Chicago in November. He was relieved by Operator Harry Phipps.

Agent Edw. Dorival, of Prosper, is poetically inclined, and has written "An ode to the Kaiser." If it is published in the Magazine and you want to sing it, the music is not German—it's "Wearing of the Green." (Space limits forbid publication in the Magazine. Anyone wishing a copy may have same upon application.—Editor.)

Crews have been assigned to Nos. 64 and 67, daily stock and time freights. Conductors Dana and C. H. Clark, and Engineers McKay and Miller landed them on bulletin.

Martin Whalen's extra gang is laying new 90-pound steel west of Harpers Ferry, and Norman Kelsey's gang is surfacing track in the same vicinity.

Mrs. Edward Hurley, wife of agent at LaCrescent, has been in a serious condition in St. Francis hospital in LaCrosse. At this writing she is improving.

Business car 200 went over the Division December 7th. Outside of the Division officials the only man we got a glimpse of was Mr. Gillick, and he had a broader smile than when he is in conference with a committee.

M. P. Bacon, agent at Superior, Mont., is visiting home folks at Lansing and Caledonia.

Some changes have recently taken place on the Waukon line. Conductor Downing runs Nos. 304 and 303, and the mine work. Conductor Bassett makes the balance of the regular trips.

Alouis Hatzenbuehler, son of Geo. Hatzenbuehler, switchman at Dubuque, was accidentally shot and killed while hunting. The fatal accident occurred on the West Union line near Millville.

Agent Ben Bothmer of Lennep, Mont., spent a few weeks visiting home folks at Clayton.

Brakeman Geo. Artus met with a painful accident while switching at Lansing. He was taken to the hospital at LaCrosse where he is getting along nicely, and will be back on the way freight again soon.

New stock yards have been built at Preston and Caledonia. The one at Preston is a strictly modern yard of five pens with cement floors and well drained, and will also be electric lighted. The one at Caledonia is of the same class although somewhat larger. This yard has eight pens. Both yards are a credit to the company.

Conductor Merwin and wife have gone to New York for a short visit with their son, who soon sails for France. Conductor Kearney has taken his place on the main line, and Conductor Dana was sent to the West Union line.

Fireman Richard Bogue returned Saturday, December 8th, from a three-day trip to New York, where he visited his brother, George, who expects to soon sail for France.

Conductor G. R. Hibbard was off a few days attending the funeral of his wife's mother, Mrs. Pultz, whose death occurred in Dubuque the early part of December.

Engineer W. P. Cooley, of the Waukon line, has been in a serious condition lately and was taken to Finley Hospital at Dubuque for treatment. His condition at this writing is slightly improved.

Wisconsin Valley West Division Notes.

Lilly Ann.

Wish to commend our editor on the beautiful and suggestive cover on the last issue of the Magazine. It made us all feel happy and thankful to have been able to "do our bit" in helping to materialize a realization of this picture.

Walter Praedel visited with his brother Douglas at Camp Grant for a day or two.

Mrs. Ed. Urban, wife of Conductor Urban, went to Babcock to visit friends and relatives.

Louis Reinhold called on some of his friends at Camp Douglas.

Bob Shrake is making regular trips to La Crosse. What is the reason?

Mr. and Mrs. Charles Conklin, Jr., spent Thanksgiving at Tomah.

Mrs. H. C. Plumb and daughter Bernice came up to Tomah to visit with Mr. Plumb.

Helen and Martha Kemp were visitors at Tomahawk.

Erwynn Kimball, heavyweight at the passenger station, met with a rather painful accident while on his way to see a sick friend at the hospital recently. While stepping from the platform of the train, he missed his footing, and having his arms filled with packages, was unable to protect himself, causing him to fall into the ditch. He was severely bruised about the face and somewhat shaken up. This is the story received from "Brownie" himself; and as he is not closely associated with any of the freight department force, it should be reliable.

A. C. Goebel was in Chicago on business and doing some Xmas shopping.

Agent T. E. Washburn, of Lynn, went to Rochester, Minn., for a consultation with Mayo Brothers, on account of ill-health. Mrs. Washburn is relieving him during his absence.

The stenographic department has had occasion to notice a decided increase along certain lines of work. The daily output of "all agents" has practically doubled for the past month. However, we have not had any complaints from the agents thus far, and the girls rather like the work, it being a pleasant and agreeable subject to write on; so there has not been any cause for complaint on either side.

George Lane, who is attending Marquette at Chicago, spent Thanksgiving with his parents at Merrill. Someone was hoping that he might find time to spend a day at Wausau. Did he?

Mrs. C. J. Granholm, of Merrill, was a Wausau visitor.

Mrs. Bert Rasmussen has gone to Aberdeen, S. D., for a short visit.

Dan Callahan, pioneer settler of Monroe County, father of Roadmaster Ed. Callahan, died at his home at Tomah on November 13th. Mr. Callahan moved to Tomah when the C. M. & St. P. Ry. Co. first built their line through that section of the country, and was well known and held in high esteem by all the railroad people. The following from Wausau attended the funeral: Mr. and Mrs. Ed. Callahan, Dan and Tom Callahan, Mr. and Mrs. M. E. Donovan, John Linehan and C. H. Conklin.

Joe Epstein has been granted an extension on his former request for leave of absence. It does take up a good deal of time to fix up a cozy little home to take her to, does it not, Joe?

Genevieve Finerty, of Tomah, went to La Crosse to visit with relatives.

Helen Jones, of Valley Junction, is visiting at Beloit.

Mrs. Charles Lattimer is spending a few days at Tomahawk.

It has come to our notice that the agent at Knowlton is having more trouble with his teeth. Do you suppose you could lay it to eating too much candy, Andrew? It never affects us that way.

At least our complaints are of a variety:

First Floor—"Gee, it's cold! We are almost frozen to death."

Second Floor—"Gee, it's hot! We are almost cooked alive."

C. B. Carman is enjoying a vacation while John Dexter is taking charge of his run.

Mrs. E. A. Wescott had the misfortune of losing her handbag while returning from a trip to Chicago. Up to the present time same has not been found; but we trust that it may be located and returned to the owner before this issue goes to press.

We are having a great deal of trouble contending with the conduct of kleptomaniacs. Can anyone give us a safe and sure remedy for this disease?

Taxicabs are in vogue, but "limousines" are much more fashionable. At any rate, that is the impression that is conveyed by some people.

Foster O'Leary went to La Crosse to visit with "his best 'gurl'."

Mae Callahan, our efficient clerk in the roadmaster's office, spent a day at Milwaukee "just looking around."

Mrs. C. H. Randby, wife of Conductor Randby, is visiting at Merrill.

Mrs. Fred Schiefelbein, of New Lisbon, has gone on a trip to Minneapolis.

T. J. Shrake is a business visitor in Chicago. Mrs. Louis Schulz visited with friends at Merrill for a few days.

We are just dying to mention one or two things that have taken place around and about the home of our railroad family, but were we to do so, Mrs. Kendall is threatened with having a business caller; and we have an idea that it would not be pleasant things that she would hear about us, so:

In her good graces to remain,
From this temptation we refrain.

Milwaukee Shops Items

H. W. Griggs.

Jos. Benzinger, one of the old time veterans and foreman of the freight car shop, quit Novem-

ber 28th for a long needed rest, after 35 years steady with the Milwaukee Road. He is 69 years old.

A new \$35 flag graces the iron pole, purchased through shop collections. Mr. Oscar Epp went the rounds.

Chairman Smith has been an occasional caller at the office.

Our old friend J. H. Culbertson called the 30th.

A high pressure wire is installed in the photo department, for better printing conveniences.

Assistant S. M. P. J. J. Connors of Dubuque was a caller the 7th, and once later.

The whole shops did nobly in the vigorous Red Cross drive the week before Christmas. The mammoth thermometer went up so fast that there was no wonder it thawed.

Dist. M. M. "Mort" Smith was suddenly called to New York the 4th of December; returned three days later.

Soldier Special from the West the 10th. By the way, write to our engineers in France, send the boys a letter from home.

"Safety-First" where?

Most of the shops on 9 hours the 3rd.

Tin and copper shop foreman, E. Thomas, one of the veterans, quit the 28th.

Miss Lillian Mueller is the new blue print girl until the other one returns from Waco. She went to see her soldier brother.

The big Red Cross drive has cut our magazine time this month. Results next month.

Charles Bilty, M. E., was in Newark, N. J., around December 20th, on the new electric engine matters.

Pebbles from the Musselshell.

Grace Hardman.

Engineer Ted Helverson and Miss Lee of Linton, Iowa, were married the forepart of November. We all are acquainted with Ted, but Miss Lee is a stranger to most of us. We wish them all the happiness and joy that's possible for them to have. "Ted" is on the Harlowton switch engine.

Conductor Geo. Young is laying off for a few weeks.

Quite a few of the boys have been set up, and now have conductor before their name instead of brakeman. Here's hoping they have good luck and go right to the top.

A severe snow storm passed over this section the middle of November, causing the trains to be delayed and a few accidents, but with a few sunshiny days like we have in Montana the snow soon disappeared.

"Conductor" C. A. Faught is back to work, after a visit in Ohio and other eastern points.

Conductor James Eccles, with his crew, have been busy picking up the wreck at Musselshell. They did good work and in a short time had the track cleared so the trains could run on time.

Fireman Wilkerson was assigned the day helper and expects to move to Melstone for a few months.

A head-on collision between 92 and an extra, west of Musselshell, caused quite a delay in trains for a few days. Engineer Edison, pulling 92, had the misfortune to break his arm, and Brakemen Bills and Fitzpatrick were scratched and shaken up quite badly. Engineer Sickmiller and Fireman Boucher, on the extra, jumped and were not hurt.

Boucher had a turkish bath, but he said he did not enjoy it very well at this time of the year, as the Musselshell River is pretty cold. "Punk" says all he is sorry for is that "Lew" didn't get his can of lubricating oil when he jumped.

Conductor Harry Pratt has Conductor Young's car during his lay off.

Conductor Chas. Hicks is laying off, Conductor Bartley having his car.

Engineer McGraw is living in C. W. Maughan's house at Melstone during the absence of the family.

Brakeman A. W. Loftus is back to work on the west end, after ninety days lay off.

Mrs. C. W. Meagher, wife of Fireman Meagher, spent her Christmas vacation with her parents at Bozeman.

Fireman R. G. Hauser has the Miles City switch engine for the winter.

Engine Al Boltz is back on the Middle Local, after a month's lay off.

Wisconsin Valley (East) Division Notes.

W. M. Wilcox.

Engineer Charles Miller and wife are rejoicing over the arrival of a baby girl, left at their home a few weeks ago.

Roadmaster H. Redlich came down to New Lisbon November 22d to meet Mrs. Redlich, who returned from her western trip.

Engineer M. H. Moore and wife left for Miami, Fla., November 22d, to spend the winter. A post card from there since their arrival informs us that they are having a fine time.

Conductor Otto Olson was laid up a few days the first of the month, the result of trying to "loop the loop" in an automobile near Tomah recently. Both he and his driver are very fortunate in being able to tell the story, as the machine was quite badly disfigured. Guess it's your treat, Otto!

Mrs. A. L. Hurd visited her sister, Mrs. C. K. Wright, at La Crosse the first of this month.

President G. E. Sampson, of the M. N. G.'s, is always wide-awake and looking to the interest of the correspondents of the magazine. A few of us have received reminders to drop a line to our absent vice-president, known to most of us as "One T. P.," which is a very good idea. It shouldn't have been necessary to have to remind us of so important a duty, and I trust that the move will be a wide one towards getting a letter to T. P. from each one of us and let him know that he is not forgotten by the M. N. G.'s.

Mrs. C. W. Carter, Cedar Falls, Mont., was a visitor on the W. V. Division this month. Mrs. Carter is a sister of Conductor Dennis Kennedy and her husband was a former conductor on this division some few years ago, now employed on the Puget Sound line.

Engineer B. Enckhausen was called to Miles City, Mont., December 15th, on account of the serious illness of his son, who is employed there.

Conductor W. A. Lee resumed work on No. 5 December 15th, after a six weeks' vacation.

The death of Julius Krueger occurred at a sanitarium at Wauwatosa the 14th of the month, after an illness of three months or more. His remains were brought to Tomahawk for burial.

Engineer Dan O'Brien is holding the job on the sound end way freight since the reduction in service on the Tomah line.

Report has it that Boilermaker P. Stoff, of Tomahawk roundhouse, is quite deficient in the art of hitching up horses. A few days ago, while attempting to harness a horse to his wood-saw machine he neglected to put on the collar, the result being that the horse walked out of the harness and left Paul sitting on the machine, which afforded great amusement for the onlookers.

Inspector F. Duvic, Tomahawk roundhouse, quickly extinguished a blaze at the coal shed before any damage was done, using only about one pint of water.

Section Foreman Ralph Minton, while making a trip to Mohr Lumber Co.'s camp on the Hixon line to take an inventory of cars December 8th, had the misfortune to freeze his nose and both cheeks.

A. H. Rantz, second trick operator at Minocqua, is off duty for a couple of weeks, doing his Christmas shopping, relieved by P. J. O'Malley.

Mr. Cleveland, agent Nekoosa, off duty ten days in November, account of an attack of rheumatism, relieved by O'Malley.

Channing Roundhouse News.

F. J. Hawley.

An old game of rugged smashing took place just north of Iron Mountain, Mich., when Billie Kane, engineer with the 2124, and Ebbe Johnson, with the 7241, tried line plunges. Billie is a good plunger, but failed this time. He rushed, in a dense fog, to upset Ebbe's 7241 and the result was Billie's 2124 went to the back shop at Green Bay with some bad bruises. Ebbe's engine went through repairs at the Green Bay roundhouse. Both boys are qualifying for the Safety-First Committee.

Bill Tobin, station agent at Channing, has returned from southern Wisconsin, where he has been treating for rheumatism.

Machinist Harry Skeen has opened a restaurant at Channing. Harry being a good biscuit-shooter will help feed the hungry railroad boys. Wish you success, Harry.

Engineer Ban Berman and Mrs. Con Keller were married recently. Ben greets everyone with a smile. We offer the newlyweds our congratulations.

Mrs. Frank Hawley, wife of Machinist Hawley, has been seriously ill at St. Vincent's Hospital, Green Bay. Being somewhat improved, she will perhaps return to Channing the first of the year.

Ed Vanduren, machinist, has invented a new gas mask. A Charlie Chaplin eyebrow appears on his upper lip and Ed expects a bumper crop by Christmas.

Repairs have been made to the tracks approaching from north and south of the roundhouse. Not forgetting the much needed repairs inside, Section Foreman Ferd Lindeman, with an army of section men, laid new rails in the roundhouse. A blessing to you, Ferd, for your thoughtfulness.

Ore business is at a standstill. A happy bunch of men will enjoy a few months of fresh air. Quite a bit of ore has been handled in the Channing yards.

Uncle Sam has taken quite a few Channing boys to fight "Kaiser Bill." Engineer Art Mantefelt, Firemen Lester McMillen, Geo. Knickerbocker, Machinist Elmer Peterman, Boilermaker Jack Holling. All the boys will give a good account of themselves. Elmer Peterman has been promoted to corporal. Hurry up, Elmer, you will be on the general staff.

F. King, engineer, was all smiles and puffed out his chest on his last visit to Channing. Why? A daughter arrived at him home recently.

Engineer Alex Proctor has taken the Iron River run. Green Bay doesn't suit Alex, so he has come to Channing to be with the boys.

Simon Johnson has removed his family to Escanaba. Simon enjoys the company of the Channing boys. He is a fine cook, but prefers to have others eat what he cooks.

Mrs. Paul Bauman, wife of Fireman Bauman, was operated for appendicitis at Crystal Falls.

From the demands of ore cars, there must be something doing in the coal line.

Due to the great amount of snow, all trains have been quite late the last few days.

Being short of machinists, Ed Vanduren went to the Bay to help clean up the rush. Ed is tickled, for there is some attraction down there for him.

Two more engineers have volunteered in railway service abroad, Walter Boutoit and Chester Foster having enlisted. Both boys will give a good account of themselves.

Business being slack, many a young fireman will be cutting wood for his board this winter.

Boilermaker Carl Christensen has been sent down to Green Bay to help out during the rush. Carl doesn't care, though.

Engineer Frank Cormick has taken a day off and come to Channing to look over scrub timber. After hard walking, sweating and swearing, Frank went back on No. 2 with two fine Christmas trees. Better days coming, Duck.

Paul McCormick, engineer, came over from Escanaba to find his pet, "Doc Yak." Searching Channing everywhere, Doc Yak couldn't be found. Disappointed, Pug went to Green Bay to continue the search, but his pet, (the 201) was pretty badly smashed up at the dock last summer and had to be taken to Milwaukee for repairs. It appeared at Channing a short while ago all painted up, but it disappeared suddenly, and we wonder if Pug is still looking for it.

Machinist Mudrow, better known as captain of the lumberjacks, spends most of his afternoons in the tall timber. A fine collection of Christmas trees has been gathered by Herb. No trail can miss Herb's eyes. Hurry, Mud, the army needs scouts.

Roundhouse Carsmith Stanley Wruck has just returned from a mysterious trip. Something is attracting his attention south of Channing. We don't know her name, but a "bid" will help some.

Fireman John Hawley has enlisted in the Coast Artillery. Hurry, Jack, promotion looks you in the eyes.

One switch engine crew has been pulled off, leaving two, Ed Redline on No. 1 and F. O. Moos on No. 2 shift.

A new job has been given Dutch Linderman. A new steam hose has been sent to him to thaw out the valve motion on engines. Dutch thinks the job is too hard for him. Wake up, Dutch, and see what Santa Claus had for you.

Joe Pleytach, boilerwasher, had a queer accident. While loading a couple of valve rods on the tender of engine 1052, one of the rods dropped on Joe's flat cars. Joe's feet have always been a misfortune for him.

Cecil Worthing, machinist, has been off for a few days on account of sickness. We hope your troubles are about over, Cecil.

Dan Clune, roundhouse clerk, has received one of the company's bungalows and has it located near the roundhouse office. It took a C2 engine to haul it to where it now stands and the result of its moving will take several boards to patch the hole the engine made pulling the "89" off the flat. Dan is authority on moving cars and all the employees will have to take off their hats to him.

The marriage of Fireman Dave Deloughery to Orena DeKerf occurred in December, and while not expected, was done so quietly that everybody knew of it. We take this means of extending congratulations.

Wm. H. Hart, assistant D. M. M., spent Sunday at Channing. Bill was in good spirits and had fine talks with the boys. A new heating plant was installed by his directions and repairs on the roundhouse were made. Come again, Bill, but extend your visit.

Doc Hayes, company doctor, stationed at Camp Grant, has been promoted to first lieutenant, medical corps.

Notes Around the Railway Exchange.

T. I. Walsh.

Mr. Skelding, chief clerk to Comptroller Bunting, spent his vacation in Los Angeles and vicinity. Rotund Frank Lippert was acting in his stead.

Henry Daniels had to appear before Judge Sullivan of the Criminal Court Monday, December 17, 1917. Do not get alarmed, as it was only for jury service.

Mr. Lotholz and force have moved to the Lyon & Healy Bldg.

Mr. Warnock, recently appointed general superintendent of motive power, is now located in Room 1504.

Mr. Kinney, formerly of the Dictaphone Division of Freight Auditor Murphy's office, is now working in the assistant general manager's office.

Through error, the venture in which Mr. Mc-Edwards engaged was not mentioned in last month's magazine. He is assistant city editor of The Chicago Tribune.

Frank Kirkland, secretary to Vice-President Goodnow for the last five years, resigned to enter the services of Kraft's chain of five and ten cent stores. He is now located at Rockford, Ill.

Miss Kapy, the general secretary to Vice-President Sewall, was the recipient of a handsome wrist watch. It was the gift of ———. Why go further?

Bill Holman, erstwhile office messenger of J. W. Taylor, was a visitor during the month. Bill, you know, is at Camp Grant. He came in to witness the Camp Grant-Camp Custer football game, but missed most of it, on account of renewing his acquaintances around the building.

Otto Koch, formerly of the assistant to president's office, is now working in the purchasing department.

Harry Fox, acting chief clerk of the auditor of expenditure's office, is again at his desk after an absence of three weeks. Please explain where you have been.

Charles Chellgren, for a good many years pay roll clerk in the auditor of expenditure's office, resigned to enter the services of the Chicago & Northwestern Railway Co., under C. H. Westbrook, auditor of disbursement. C. D. Leech, formerly of Mr. Westbrook's forces, is now filling Mr. Chellgren's place. Good luck, Mr. Leech.

Emmett Kissane, recently an employee of the accounting department under Mr. Allen, enlisted in the Quartermaster's Corps. He also was sergeant of Company D, 11th Regiment, Illinois National Guards.

The dance given Friday evening, December 21, 1917, at Dreamland ballroom, by Company D

11th Regiment, Illinois National Guards, was a huge success both socially and financially. Everybody was there with his best girl, and "a good time was had by all."

Notes From the Ticket Auditor's Office.

G. M. T.

Why doesn't something exciting happen once in a while, so that we will have something to write about? There is hardly any news this time, but we will have to make the best of it.

The best news so far is that we have the pleasure of announcing the wedding of Wm. J. Guthfahr, who was recently appointed chief train auditor of the Puget Sound Lines. The wedding took place Wednesday evening, November 28th. We all join in extending our heartiest congratulations to Mr. and Mrs. Guthfahr and the best wishes for the future.

Who said the girls in the Ticket Auditor's Office did not have a great big sweet tooth? You ought to have seen that list for the Christmas candies. Some list, let me tell you.

Harry Krumrei "Schultz" was telling us the other day about the glorious time he had while he was at Cincinnati, Ohio, during his vacation. From what Harry says Cincinnati must be some place.

Quite a few of the girls have been going to Rockford lately. There certainly must be a lot of attraction out there. Isn't that so, Ida, Mamie, and all the rest of you who have visited Rockford within the last couple of months? It doesn't make any difference whether it is below zero or not, they go out there just the same.

Abraham I. Janowitz and mother will spend the holidays at St. Louis, Mo. Here's hoping that you will have a nice time, A. I. J.

Bertha Clarke will be at home in Hamilton, Ont., for her vacation over the holidays. Hope you will enjoy yourself, Bertha.

We have some busy girls in this office all right, all right. Ethel is very busy knitting a sweater, khaki colored, and when asked who it is for she says: "My Soldier Boy." Wonder which one she means. For an explanation she said she meant her brother. Perhaps somebody else's brother.

Mamie Hopkins is also knitting a sweater and May is knitting socks; they are almost finished, but she can't put the heel in. Eleanor is knitting wristlets and Cecelia is still trying to decide whether she will knit a sweater, a helmet or socks.

Oh! I must not forget to tell you that the Stork visited the home of Mr. and Mrs. Fuog on November 14th and left a little "Jane Virginia." Congratulations. In case you don't know who Mrs. Fuog is I'll enlighten you on this—you will all remember Marguerite Mueller.

Our office was well represented in the City Championship Bowling Tournament by Hans Melgaard, Harry Krumrei and John Kahl. An investigation of the official record would indicate that our boys as usual did nobly, but luck seemed to be against them and balls that would ordinarily have drawn strikes drew instead splits. It is needless to tell you that under these circumstances no prize money is floating around the Ticket Auditor's Office.

Scraps from the West End.

I. A. B.

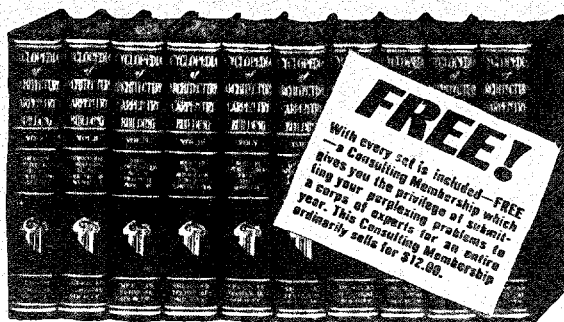
Aren't I getting to be the popular reporteress? Here I had my name mentioned three times in the December Magazine, and Sted has found out my name is Alice and is going to send me a bracelet for Christmas. I can hardly wait to get it. I will tell you how beautiful it is, next month.

And what do you think of the cover of the December number? Pretty classy, isn't it?

The most exciting event I have to relate is that the Annual Pass Stock is here. Therefore, this is where we Pass Clerks dig ourselves in and retire (Buy Fisk) until New Years. Cheer up, FHO, it might be worse, and I've got lots more to write than you have. And while we are mentioning victims, let us not forget the long-suffering chief clerks who countersign them.

Isn't it queer? When this Magazine is out, it will be after New Years, and how can I talk about New Years' resolutions now when I am so excited

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Applied Electricity	7	3000	7x10	2600	35.00	19.80
Automobile Engineering	5	2400	5½x8¾	2000	25.00	17.80
Telephony and Telegraphy	4	1728	7x10	2000	20.00	12.80
Modern Shop Practice	6	2300	5½x8¾	2500	30.00	18.80
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AMERICAN TECHNICAL SOCIETY
Dept. X7528
CHICAGO, U. S. A.

about Christmas presents? They have put up a large Christmas tree right under our windows, close to the Seattle Girls' War Relief Bazaar. If the boys over there could see how hard the girls over here are working to help, I am sure they would be proud of them.

Oh go away! Can't you see my button? I belong to the Red Cross. I joined the very first morning from R. F. Weeks and A. P. Chapman. If they haven't gone fifty-fifty on the dollar, you can get it from them. And it won't do a bit of good to go any farther here for every employee in the office is a member. Yes, indeed, Messrs. Weeks and Chapman did a thorough job.

H. E. Foster was in to say adios. He has gone to join a hospital unit that is getting ready to go to France. Dr. H. Eugene Allen is also connected with this same unit.

Valentine Spies sailed away this morning for Goat Island, Cal., where he joins Uncle Sam's Navy. Goodbye, Val., write often and take good care of yourself.

General Superintendent Foster is in receipt of a very interesting Christmas remembrance from Major Whiting. It is a French trench lighter, made in the trenches by a soldier out of a German shell, with the inscription engraved upon it:

FRANCE

Noel 1917

W. B. FOSTER

13th Engineers (Ry.)

U. S. A.

This is a very unique and useful souvenir and one that is greatly appreciated by Mr. Foster.

We blush to mention it, but A. H. Barkley ate too much turkey Thanksgiving, and was obliged to remain at home for nearly a week. He says it was a bad cold and maybe it was. If we can tide him over Christmas without a relapse, think he will be good for the rest of the winter.

Joe Ginet has gone to Lewistown to engage in the real estate business. We hope he sells everyone in Lewistown and vicinity a forty-acre lot.

R. B. Long is wearing a new pink shirt. Yes, pink—P-I-N-K. All day we have been fearing the messenger boy would think he was a rush telegram and take him out and send him over the wires before we could interfere.

We had a lot of company this month. Mr. Harvey was out to explain the new divisional accounting system to the different chief clerks. I started to say all, but modify it slightly to a great deal of the elite of both Spokane and Tacoma were present, among them being Messrs. Grobel, DeLeo, W. H. Miller, Pyette, Norris, Wenberg, etc. And here it was that I first met Sted. No wonder Nora wants him back for support.

Nora B., you're a lady and a good story writer, and while I wouldn't do it for another soul, if you will come to Seattle we will Ford to American Lake (the best way to get there now, as the Puyallup River is spread out all over the place, including the Milwaukee tracks) and have a most wonderful time. When can you come?

Several things puzzle me. One is what Mr. Sorgel, Mr. Kellogg, and numerous other gentlemen of the Traffic Department do with their lunch hour. At noon, especially after the 15th and one-half of the month, they may be seen thoroughly masticating two very minute doughnuts with very large holes, and filling up the corners with coffee down at Hoyt's Doughnut factory. So far, so good. But do they rush back to the office? Not so you would notice it. You have guessed it. The puzzle is what do they do? However, when they get a little more practice, would suggest they challenge the Long-Leiben champions and see who really can play the best—the Traffic or Operating Departments.

Bill Saitaire collected fifty dollars for the Canadian Club for the relief of the Halifax sufferers. Bill is a good collector, but then it is easy to touch Milwaukee people, they are so generous.

I notice an interesting column entitled "Tacoma Tidewater News." Good for you, Miss Spinning! How are the cats getting along?

No one sent me any news this month, but I don't care. I can get along without news just as well as with it, so don't inconvenience yourself on my account.

And anyway I don't want to write any more of this. I've got to finish my sock. Let's see

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Everywhere to ride and exhibit the new **Ranger** "Motorbike" completely equipped with electric light and horn, carrier, stand, tool tank, coaster-brake, mud guards and anti-skid tires. **Choice of 44 other styles, colors and sizes in the famous "Ranger" line of bicycles.**

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C. M. & ST. P.

"Knit two and take off, purl two and leave on" Happy New (oh, I'm sure that isn't long enough) Year to all. (Did I narrow that last row or not?) and Many of (I bet I have to rip that all out) them.

The Food Slacker's Soliloquy.

Backward, turn backward, Old Time, in your play, give me the wheated loaf day after day, serve me the flesh pots, I've money to spend—why should I strive for the Hooverized end? I have the wherewithal, pass on the bread, build up the pot roasts—I want to be fed. I've got the money, and money's the thing, why should I class with the Hooverized ring? You don't, not by a dahn'sight.

—STED

Notes from the West H. and D. Division.

H. Murphy.

Arthur Maschke, chief carpenters' clerk at Aberdeen, has enlisted in the 23rd Engineers and departed for Jefferson Barracks on special train on the Milwaukee the night of December 12th.

Leon Glass, former West H. and D. Division brakeman, also enlisted in the 23rd Engineers, and went to Jefferson Barracks on the same special December 12th.

Eddie Michals, line man, is another volunteer in the 23rd Engineers, going with the rest to Jefferson Barracks, via the Milwaukee special.

Joe Carpenter, clerk in the superintendent's office, enlisted in the Aviation Corps, also going to Jefferson Barracks the night of December 12th.

Robert Gilligan has accepted position of clerk to the chief carpenter at Aberdeen in place of Mr. Arthur Maschke, who enlisted in the 23rd Engineers.

Firemen Fred Coombs and Wm. Thomas have enlisted in the 23rd Engineers and were stationed at Jefferson Barracks when last heard from.

Ike Erickson, clerk in dispatcher's office, and August Rueland, clerk to district police inspector, are taking a night course in telegraphy and we hope to see them work up to the position of chief dispatcher on the old Milwaukee at a not far distant date.

Walter Kelley, roundhouse clerk, has again

resumed his duties after a short illness from an attack of the grippe.

Our little family in the Aberdeen passenger station is quite broken up since the recent enlistments of so many of the boys. While we all miss them we wish them best of luck "Over There."

Assistant Roundhouse Foreman J. L. Donnelly, recently transferred from Milbank to Aberdeen, has again been transferred to the position of roundhouse foreman at McGregor, Iowa. We wish Mr. Donnelly the best of success in his new undertaking.

Chicago Terminals News.

Catherine M. Bartel.

On December 15, 1917, Superintendent P. L. Rupp bade goodbye to the Chicago Terminals to assume charge of the Chicago & Milwaukee Division. Mr. Rupp had been in the Terminals for some 10 years and to say that the Chicago Terminals employees regret to lose him would be expressing it mildly, as he had the reputation of fair dealing with all of his employees. C. S. Christoffer, assistant superintendent Milwaukee Terminals, has been appointed to succeed Mr. Rupp, and the employees of the Chicago Terminals wish to take this opportunity to extend their best wishes to both Messrs. Rupp and Christoffer.

Agent P. L. Markey, at Deering, wife, son and daughter are still sojourning somewhere in California. Agent Mather, at Elsmers, it taking Mr. Markey's place during his absence.

Switchman H. C. Hallier, wife and son, Louis, visited at Lansing, Ill., recently.

Operator N. T. Sharman has just returned from his farm in Michigan, where he spent several weeks. Mr. Sharman reports plenty of snow in that section.

The depot at Western Avenue has been thoroughly cleaned and given a new coat of paint on the inside, which has greatly improved the appearance of the station.

Joe Charleston has been appointed divisional accountant in Superintendent Rupp's office, Fred Kurth, better known as Charlie Chaplin, taking Joe's place.

The Ideal Wet Weather Shoe

Mayer DRY-SOX Shoes will keep your feet dry and warm and protect you against rain, snow and slush. They are comfortable, stylish and are remarkably long wearing.

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SHOES HONORBILT

Built on different lines from other shoes. Their construction makes them as waterproof as a leather shoe can be made.



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

We also make Honorbilt Shoes for men, women and children. Honorbilt Cushion Shoes and the genuine Martha Washington Comfort Shoes. If your dealer cannot supply you, write us direct.

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Robert Graves and Harry Beasy will hereafter issue C. G.'s and take care of the switchmen's time in Superintendent Christoffer's office. Both have guaranteed to give satisfaction.

Owing to Battery "D" 333rd Artillery having a bad attack of the measles, Joe Charleston was unable to spend the week end with his brother at Rockford recently.

Ben Berlick, who was recently operated on for appendicitis, is again back on the job in Agent Felsner's office, feeling better than ever.

Assistant Yardmaster Frank McGraw had the misfortune to sprain his right arm and injure his spine November 22nd. Mr. McGraw is reported to be getting along very nicely. Mike Duffy is doing the honors in Mr. McGraw's absence.

Switchman Bradford Canary, who is now in the employ of the Government at Camp Grant, we understand, is coming to Chicago to spend Christmas.

The correspondent extends Christmas and New Years greetings to the editor and staff and all employes in the Chicago Terminals.

R. and S. W. Notes.

H. J. Beamish.

Effective December 15th: C. S. Christoffer appointed superintendent of terminals at Chicago, and C. A. Bush, assistant superintendent of terminals at Milwaukee. The many friends of the gentlemen on this Division will be pleased to note their advancement.

Brakemen Roy Hixon and B. Preston returned from their northern hunting trip the first of the month, each getting a deer. Preston had the thrilling experience of being nearly run over by a doe and her two fawns. Suggest that he provide himself with salt and capture them alive in the future.

Engineer John Corbett and Miss Welch, of Beloit, were married November 20th. His many friends on this Division extend congratulations to the fortunate gentleman.

It is reported that Bob Walker, our genial milk agent, in his zeal for the company's welfare, gathered up a few sticks of kindling and went out to meet No. 44 recently in order to build a fire in a carload of milk. Some evil-minded person took advantage of Bob's trustfulness and soaked his kindling in water. They do say Bob cussed.

Fireman Novey, who is now one of Uncle Sam's boys, spent Christmas with Engineer Passage.

They tell a story on Bill Houy that just as he had seated himself to enjoy his evening "mulligan" they broke an aithose near the engine and stacked Bill and the mulligan all up in one corner. Trust Hoover won't hear of it.

Engineer Bert McCormac has his old run back and has re-equipped the engine in the same home-like manner it was prior to his bump.

Understand Joe Starr has taken extended leave of absence and gone into the trucking business. Wonder if he is now hauling full tonnage.

Agent Hub Meredith is in line for commendation from the railway officials and condemnation from the public for putting out the fire in the depot recently.

We regret to announce the death of Conductors J. O'Brien and Dan Kelly, which occurred the latter part of November. Both men were well known and highly respected by the officials and employes of this Division.

The death of Operator Flaherty, which occurred November 19th at his home in Milwaukee, was a great shock to his many friends on this Division. Cary was an old Southwestern boy, and had worked at Muskego yard for a long time. The sympathy of the employes of this Division is extended to his relatives.

December 16th was a hard-luck day for Conductor Hayes and his crew. While pulling out of Muskego yard the engine broke off, injuring Hayes quite severely about the head and shoulders. He was sent to his home in Milwaukee, and J. J. Regan called to take train. After the train got started again, airhose broke just east of Stowell, throwing Brakeman Dunlap out of cupola, injuring his back and head. Both men are reported improving this date.

It is a matter of favorable comment to em-

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Depository for C. M. & St. P. Ry. Co.

ployes on the Home Guard Spur, to note the industry displayed by Engineer P. H. Burns. Sundays, holidays and fast days—they all look alike to Pat.

Not mentioning any names, an employe of this Division recently wrote his boss for permission to lay off in order to get married, and received the following reply: "O K under the circumstances. Five years from now you'll wish I had discharged you." (Wouldn't this come and get you?)

Wonder the cause of that broad smile on Mary, dispatcher's clerk, lately; I've got it, Christmas will soon be here and she shall see that dear little one, "East Moline."

Mabel, the trainmaster's clerk, has a more springy step of late. No wonder, she just received a little gift from France; but don't worry, Mabel, I shan't tell what. "They can guess the rest."

Miss Nan Gallagher's cheery smile is again being seen in the superintendent's office.

We have been wondering why Coral, time-keeper Illinois Division, has been "All Smiles" and been having "such a sweet disposition" of late, but we know now. She received a ten (10) pound box of candy from some of her Illinois Division trainmen and guess from results has been hitting it hard. It sure was a dandy, and we'll recommend it highly for "we did get a taste."

H. C. Eldred is the new operator in the dispatcher's office at Savanna. H. C. Head was here for a few days, but he didn't like our company, so he went back to Elgin. Well, we should worry.

G. H. Lane is the new dispatcher on the wire, he filling W. G. Ende's place while Ende is doing other work in the office.

The military ball, given December 4th, for the benefit of Company D, was a great success, the credit being due to F. J. Manthey, our first trick dispatcher. He certainly is some hustler.

We hear Mr. Hoyer is doing too much sliding of late. Why, even his glasses took a little slide the other morning.

Construction Notes.

Guyline.

Dick Wende was a visitor along the Coast Division a short time ago. He is still sporting that smile that won't come off.

It is reported that a certain person has been inquiring about the open season on magazine correspondents. For his information, would say that they are still protected by law. However, it might be some satisfaction to him to know that there is always an open season on goats.

W. W. Lense accepted a position as rate clerk with the Government at Washington, D. C. The best wishes of his many friends go with him to his new position.

No, Bob Bulwinkle hasn't paid his fine yet, but he is saving his money so that he can bail himself out if necessary.

Sergeant Leo G. Dandler, who is with the 18th Engineers, Railway, "Somewhere in France," sends his best regards to his old friends on the Milwaukee. He says there is very little time for letter writing, but he and Hitchcock, ex-signal maintainer, and Bill Craig, ex-fireman, of Avery, Idaho, manage to get together and electrify a few hundred miles of main line every now and then.

A. D. Shaw, who has been keeping time for Hyak Substation construction, has joined the Marines. A. P. Van Cleve, who was formerly with the O.-W. R. & N., is now timekeeper for Welch's crew.

L. Wiley has been transferred from Fort Lawton and is now a member of the 137th School of Officers at Fort Bliss.

C. H. Daniels, formerly material checker for the electrification department, has joined the 25th Engineers.

A. N. Crowder of the Seattle office, spent Thanksgiving in Anaconda.

Mr. and Mrs. J. C. Farnsworth announce the birth of a nine-pound daughter. Johnny claims that she can already say "Montana," and smiles whenever anyone mentions St. Regis. Congratulations!

W. T. Lewis, formerly substation foreman at Loweth and Tarkio, spent a week in Cle Elum recently, visiting his daughter, Mrs. M. C. Butler.

Snipe hunting is reported to be excellent around Beverly.

Second Lieutenants D. H. Miles and H. S. Peck have completed their training at Leavenworth, Kansas, and Vancouver, Wash., and are now at their homes waiting for orders.

As fast as the work permits on the Coast Division, electrification crews are being transferred to the Columbia Division. Cy Fulp is already digging pole holes for trolley, while Hi-Line Jones is distributing out of Othello. Jack Welch has moved from Hyak to Taunton to start substation construction and by the time this goes to press J. P. Lynch will have moved from Cle Elum to Doris for the same purpose. F. R. Nicholas and his crew are staking transmission between Ellensburg and Cle Elum and C. R. Strong and crew are staking trolley over the same territory.

The End of the Steel Trail.

Bess Spinning.

Oriental Wharf, Tacoma, Wash.

G. E. Stolp was a business visitor in Seattle and Tacoma last week.

The "Alps Maru," the first of the new Osaka Shosen Kaisha boats, is here on her maiden voyage, loading.

The Garland Line steamer "Javary," just off the new Todd drydock and on the way to Dock No. 2 to load, was feeling so good she decided to stray away from the well known course and before she was stopped had her nose right up against the office windows. No damage done.

The South American Pacific Co. steamer "Regulus" tied up at Dock No. 1 December 7th, with 671 tons nitrate of soda and as she was a day behind her schedule the warehouse put on a burst of speed and had the cargo unloaded, weighed and into 13 cars in 8 hours. They are talking about it yet.

A couple of our handsome bill clerks are still wondering why various and sundry trainmen don't lose the billing of a car load shipment once in a while instead of continually picking on a junk car with about 40 way bills.

The import house is so congested with the Mitsuki Maru unloading a straight cargo of tea, the Burma Maru with an endless amount of rubber from the Straits Settlements and the Manila Maru with a general cargo all in the first ten days of December that they have to jack up the roof to get at the top of the piles and there is nothing to do but work until Christmas when the Chicago Maru is due.

Miss Olive Knauf, the insurance clerk, is having considerable correspondence with Geo. H. Russell's office.

Leroy J. Kidd has acquired the habit of taking his midday meal at the "Greasey Spoon." Long live L. J. K.; also the fair car cleaners who have also acquired the habit.

Calvin Cheney was recently promoted to chief clerk at Dock No. 1 and is proving a grand success. Mr. Gould, who formerly occupied this position, has been placed at the head of the accounting department. Although we were very sorry to lose Mr. Gould as chief clerk, we are glad to see him succeed in securing the position he has been working for.

News from Cascade High Line.

Mabel Sandvig.

Roadmaster W. R. Hunt of Cedar Falls took a two weeks' vacation during December, E. S. Otey, yard foreman at Everett, taking his place while off.

C. C. Steed, wife and son Robert, chief clerk to general foreman; R. F. Tyler, general foreman, and F. F. Seeberger, signal supervisor of the signal department, Deer Lodge, Mont., spent Thanksgiving in Tacoma.

William Kelso, operator at Cedar Falls, and wife, are spending a couple of months visiting relatives and old friends in Virginia and other eastern states.

Mrs. C. R. Gordon, wife of Agent Gordon of Cedar Falls, spent a few weeks in Iowa visiting her relatives and friends, returning a short time ago. Mr. Gordon behaved himself fairly well while she was gone but nevertheless we could tell Mrs. G. a great many things that happened while she was away. Why, he even went to the apple orchards, and you know what that means.

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Established 1882

Incorporated 1901

Capital and Surplus \$400,000.00

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Special Attention Given to Savings Depositors

Electricity in the Railroad Man's Home

IMPROVED ELECTRIC SERVICE

Houses Wired a Few Years Ago Should be Brought Up to Date. Many New Developments in Electric Wiring

While the unwired house is a novelty in most any city, this being the Age of Electricity, there are thousands and thousands of homes where the wiring system is so inadequate as to restrict the full use of the service. Wiring methods and materials have undergone a severe process of development during the last few years. They have been steadily improving, until the wiring system in a new house is entirely different, and vastly better, than in a home built ten or fifteen years ago. In many instances the use of electric heating and cooking devices, of fans and vacuum cleaners, has been abandoned simply because the shortcomings of the wiring installation has made them inconvenient. Had the wiring system been extended, and brought up to date, these labor-saving devices would have proven their worth.

Years ago the house was wired for electric lights only. No provision was made for auxiliary heating and cooking devices in the kitchen and dining room. No outlets were installed for the electric washing machine, the dish washer, the electric fan and other modern kitchen helps. If these devices were to be used they had to be connected to almost inaccessible lamp sockets and were difficult to control, owing to the almost total lack of small wall switches.

It is a very simple and inexpensive matter to bring such a wiring system up to date. Extensions can be made to any room or any part of a room, to provide baseboard outlets for cooking devices, radiators, vacuum cleaners, etc. The installation of wall switches is also very simple.

There has been such a marked improvement in both lamps and shades in recent years that it is often advisable to put in new electric fixtures. The new Mazda lamps give three times the light of the old carbon filament lamp, for the same consumption of current. They also give a better and a whiter light. The new lamp shades and reflectors

are more than mere ornaments. They are made along scientific lines to direct and diffuse the light rays as desired.

It should be borne in mind that the wiring when installed is not merely for today or tomorrow, but will be used for many years to come. The needs of the future should be anticipated. These may reasonably be assumed to include the use of many current-consuming devices which are not under consideration at the present time, and the provision of outlets for connecting such devices should unquestionably be made. Sometimes the mere suggestion of this future need to the house owner will be sufficient to insure its incorporation in the wiring plans; in other cases an earnest talk by the contractor's representative or the central-station solicitor, will be necessary to convince him that the additional expenditure is wise.

To the owner of the home it may mean little at present when his only thought is to secure lighting, but it will mean much in the future, when his conception of electric services has been broadened to include a variety of heating and motor-driven devices. Often the deciding factor in the purchase of these devices will be the facility of applying them. There will be a disinclination to call the wiring contractor in a second time, and there will be the knowledge that the total cost is less when a complete job is made of the installation in the first place.

Full decision of these features will induce many house owners to spend a little more in the first place in order to secure facilities that will be satisfactory in the future. It will at once be realized, for instance, that a single socket in a room will soon be found inadequate. While a plug cluster may make the operation of some device possible without eliminating the electric light, it is likely to interfere with the glassware and involve a troublesome extension cord. Table lamps and floor lamps are introduced largely on the score of beauty and to fulfill their mission should be connected to the wall or floor outlets, as the dangling cord from a ceiling fixture may largely destroy the desired effect. Similarly, fans, sewing-machine and washing-machine motors and innumerable other devices, require wall or baseboard outlets.

William Redwine, section foreman at Cedar Falls, has resigned his position and has gone to Virginia to live. F. W. Rasmussen, formerly Roadmaster Hunt's clerk, has taken his place. Mrs. F. W. Rasmussen is now the regular roadmaster's clerk.

C. Voshall, section foreman, on Section 48 at Cle Elum, is taking a sixty day lay off. Thomas Dunnigan is taking his place.

J. Mitchell has taken the place of James Smith as yard foreman at Cle Elum.

William Geelhart, section foreman at Bayne, and wife, spent a couple of weeks last month visiting his mother and brothers at Roundup, Mont. William came back sober, it is reported.

Timekeeper J. T. Fitzgerald is taking a thirty-day lay off. Mr. Fitzgerald will spend his vacation in California.

Wanted—Flashing young widow, about 25 years old, one who can mend socks, cook and carry in the wood. Address Leo Kord, night weighmaster, Cedar Falls, Wash.

J. H. Sprague, foreman of Extra Gang No. 1, is stationed at Rockdale for the winter, to take care of the snow troubles.

Tacoma Line: Roadmaster N. Johnson is away for a two-weeks' vacation.

W. T. Emerson, traveling engineer, has been appointed snow foreman, with headquarters at Rockdale, for the coming winter.

Lieut. Harold Mallum, son of traveling freight and passenger agent, Duluth, now in charge of publicity of athletics at Camp Lewis, was married at Tacoma about two weeks ago.

Kansas City Terminal Items.

C. V. Wood.

Miss Dorothy Parkhurst, counter cashier, Liberty Street Station, had a slight accident while driving to work in her car the morning of November 28th. While the car was somewhat damaged, she is reported to have suffered no injury.

Rayburn S. Potter, formerly freight receiving clerk, Liberty street freight station, visited us again November 28th, on his way to spend Thanksgiving with relatives and friends. Mr. Potter is with the Colors, having enlisted in the engineering corps at the time war was declared with Germany, and at this time is first lieutenant Infantry, U. S. R. Mr. Potter was well liked by all who knew him, and we were all glad to see him again. By the way, he looks well in uniform.

Al. M. Lindner, telegraph operator, Liberty street, attended operators' meeting at Ekeisior Springs, Mo., Monday evening, November 26th.

Harry F. Studt, assistant claim clerk, local office, was married to Miss Kathryn Walters, on November 24, 1917, 5 a. m., at St. Anthony's Church, Fifth and Ann avenue, Kansas City, Kan. They are at present spending their honeymoon in California, and after the first of the year will be at home to friends at 645 Washington boulevard, Kansas City, Kan. On this happy occasion they were presented with a library lamp, a gift from the Milwaukee family, for which a nice acknowledgment was received from Mrs. Harry Studt, and cigars and candy from Harry Studt. We all join in wishing them health, happiness and prosperity.

Mrs. Edna Johnson, for a time comptometer operator, Liberty Street Station, is back with us again—this time we hope to stay.

Eugene Reeder, formerly one of our best clerks, paid us a visit December 13, 1917, while on his way to Fort Leavenworth, Kansas. Eugene is also with the Colors, and if he makes as good a soldier as he did clerk he's alright. We were all glad to see him and hope he gets the Kaiser.

J. B. Hoverson, assistant bill clerk, Liberty Street, has left us, enlisting in the navy, and is at the present time stationed at Chicago, Ill.

C. B. Young, former chief night clerk, has accepted a position as assistant revising clerk, working days, and has been relieved by Guy Graves.

Lieut. Joseph Lieberman, at one time night chief yard clerk, Coburg, visited Kansas City the early part of December, on a furlough on account of illness of his wife. Joe is now stationed at Fort Sill, Oklahoma, but expects soon to be called to France to help lick the Germans—and when he goes the Kaiser had better watch out.

Sergeant Edw. W. Keefner has been quite ill with pneumonia at Camp Doniphan, Fort Sill, Okla., but is reported much better at this time.

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of Grand Ave.

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The Standard Accident Insurance Co.

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Will Pay to you a weekly indemnity in case of accidental injury or sickness, or to your family a large cash payment in case of your accidental death or loss of limb or eye.

**This Company is Authorized
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to write this insurance on its employees.

**Ask Our Agent or
Write the Company**

Over \$20,000,000 Paid in Claims
Railroad Department . . . H. C. CONLEY, Supt.

Miss Frances Smith, abstract clerk, local office, left us Saturday evening, December 22nd, for Joliet, Ill., where she spent the holidays with her parents and many friends.

Leroy W. Leonard, the oil magnate, visited his oil field at Elk City, Kansas, Sunday, December 23rd.

Mrs. Margaret Dollison left December 22nd for Scandia, Kansas, where she will spend the holidays with her parents and friends.

Edmond Valentine, night yard clerk, spent Thanksgiving with his parents and friends at Ludlow, Mo.

A number of changes have occurred in Coburg yard during the past month, night Yardmaster Thelen having gone back to switching, being relieved by Joe Sence.

Messrs. Jones and Stewart, switchmen, were on their annual hunting trip the past week.

Mrs. H. C. Biesecker, wife of Conductor Biesecker, passed away Saturday, November 30th, after several months of sickness. Mr. Biesecker and family have the sympathy of the Milwaukee family.

Geo. Riddle, night roundhouse foreman, went rabbit hunting at Elmira, last week, but didn't say, on his return, just how many rabbits he had caught.

We were all much grieved to learn of the sudden death of Mrs. Stephen Standart, and all join in extending to Mr. Standart our sympathy in time of his bereavement.

Ed Schneider of the car department, was not on duty Thanksgiving day and it is the general understanding that he spent the day at Moseby, Missouri.

C. E. Skaggs, warehouse foreman, Liberty street, went hunting Sunday, December 16, 1917.

Melvin H. Root, formerly switchman, has resigned, returning to California, where he is now employed by the Southern Pacific Ry. Co. We all join in wishing him good luck. He has many friends among the boys around Coburg.

Diluted Diversions.

Sted.

(The mind wanderings of our diversifier do not always reflect the editorial opinion of the *Employee Magazine*.—The Editor.)

In the November issue we mentioned the vacation of dispatcher G. A. Rossbach and wife in California. We thought we had all of the facts but recently we ran across an edition of the Los Angeles Times and in the sporting columns found an account of the weekly shoot of the Los Angeles Gun Club. Leading the scoring column was the name G. A. Rossbach, targets shot at 100, targets pulverized 98. Some class to Gus when it comes to smashing the elusive Blue Rock.

Passenger Conductor P. J. Gallagher and wife of Seattle spent the latter part of November with friends in Minnesota.

We are pleased to record the recovery from serious illness of Miss Rachael Adams, daughter of Passenger Conductor Harry Adams and wife of Spokane.

Deer Lodge, Mont., January 2, 1918.

Sted:—I recall with pleasure our ride and visit on No. 17 and admit it brightened my trip. Also I recall you had on a sporting costume and displayed a fish creel, but darn it, Sted, even my vivid imagination will not make me admit I saw any fish in that creel.

Yours in doubt,

Mike Welch.

Say, Mike, don't you realize you would make a mighty poor fisherman? I don't understand how you can successfully dispatch trains with such a blamed poor memory, especially after I had fixed it all up with you.

The Office Force New Year Resolutions.

A. A. DeLeo:—I made a few on January first but must have mislaid them as I couldn't remember one of them on the second. Hope I didn't break any.

H. E. Moody:—That I will never tell Sted again where I spend my vacations. Sted had it all right either way you put it but I had a deuce of a time squaring myself with an outskirt who read my vacation ramblings two ways.

Savings and Health

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

Or will you be forced to stay at home?

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

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

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

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

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

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

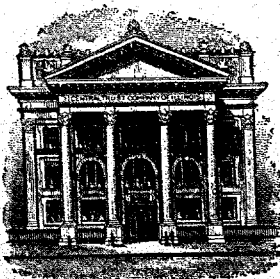
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For Your Savings or Checking Account For the Administration of Your Estate For the Selection of Your Investments For the Protection of Your Valuables
Capital, \$6,000,000 Surplus and Profits, \$2,500,000 Deposits, \$50,000,000



T. E. Hughes:—It takes time to make resolutions but as chief timekeeper I will resolute and keep the time too.

W. W. Sheire:—That I will quit smoking sometime but my fingers are crossed.

Golden Janosky:—It all depends.

Sted:—An annual institution that New Year's resolution develops some illusion on January two. One craves a mild Havana strong Pittsburgh Susquehanna Peru Louisiana but that New Year's resolution permits no meditation of Nicotine's sensation pathetic realization so what does Willie do? He goes and buys a seegar.

To Editor J. V. Miller:

My wants are few—a mountain and a brook,

A split bamboo, a tapered line, a hook,

A sunny day with feathery clouds between,

A gentle wind to ruff the water's sheen.

A practised cast, the falling of the fly,

A rousing rush to brighten up the eye,

A gentle strike as hook is firmly set:

'Tis all I ask—

But very seldom get.

Guess it is up to Guy (pardon, I meant Mr. Sampson) and me to do the heroic when the wind swoops down upon Loweth. If it blows from the west Sampson is on the look out for Nora; if from the east the Johnny on the spot boy is to be me. Wonder who she has located on the north and south? That reminds me, the magazines came yesterday and on my way home last night I was reading the locals of the Summit. Suddenly the conductor called "Nora" and I got up and walked out. It was only Nora street, though, and I had a nice walk of six blocks to get home.

Assistant General Freight and Passenger Agent W. P. Warner of Spokane spent the early part of December in the southwest on a combined business and pleasure trip. From general appearances that trip did Mr. Warner a whole lot of good, as he returned with eyes sparkling and an unusual smile on his features. It is rejuvenating to get out of the cage.

How old is Lilly Ann?

I met Bobby again the other day and as usual it was by chance. While walking down Riverside a woman in Red Cross uniform was passing, leading an American gentleman by the hand. When they were opposite me the American gentleman broke loose, hurled himself into my presence like a foot ball star, and said: "Hello, tell me a story." I looked into his bright, young eyes and it was little Bobby, whom I had met at the Nat the previous summer. His mother walked up to remonstrate on his violent introduction, when Bobby recalled to her my personality.

Bobby was primed with information. His daddy was over in France and mother was serving the Red Cross. As I looked at the woman Bobby exclaimed that mother had said daddy was noble and brave. There was a moist glistening in the woman's eyes but a courageous smile on her lips.

Of such parents is Bobby the offspring, and of such parents are the majority of the American boys now fighting in France. Maybe your son, your brother or husband is over there. Maybe they will receive a wound and be sent to the hospital; maybe you would like to be there to comfort them. It is a matter of form to write the words "don't worry"—but remember there will always be some kind woman in white uniform bearing the Red Cross symbol, like Bobby's mother, to care for him. And they will be cared for tenderly and solicitously. God bless all the Bobbies and all the Bobbies' fathers and mothers—and Bobby, to you individually—you are a small inspiration, and may you and daddy and mother live to enjoy the sunshine of everlasting peace under the home roof again.

Spokane, Wash., December 26, 1917.

Dear Daddy Sted:

I read your jingle about Santa Claus and all about his reindeers and wanderings, in the Christmas issue, and it sounded so good I wondered if it were so. Now that Christmas is over, I do not seem to take much stock in the stories you write.

Your devoted son,

Franklin.

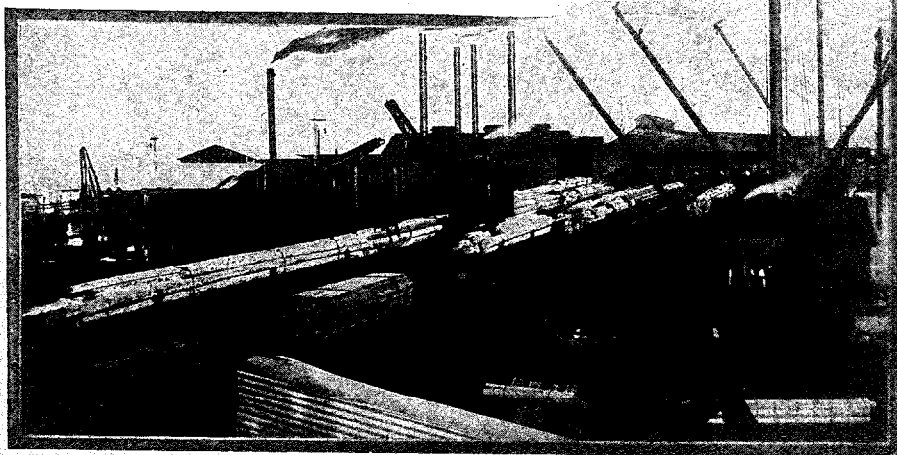
Creosoted Products For Every Purpose

Wood in almost every form is creosoted at the immense plant of the Pacific Creosoting Company, at Eagle Harbor, Wash., on Puget Sound just opposite Seattle. The plant, a view of which is shown here, is one of the largest in the world. Creosoting is the modern method for preserving the wood against time and decay. Specialties creosoted by the company are bridge and structural timbers, ties, piling, conduit, cross arms and paving blocks.

PACIFIC CREOSOTING CO.

Northern Life Bldg.

SEATTLE, U. S. A.



THE Massachusetts Bonding and Insurance Company

wants to contract with several
men who are acquainted with

C. M. & St. P. Employees

We will furnish you with the
best policies ever sold, will col-
lect the premiums and will pay
the claims—all you will have to
do is to sell the policies.

General Offices—Accident and Health Dept.
Saginaw, Michigan

Saint Paul Road Employees

do you realize that it is possible for you to
have your name on two payrolls—one of
them that of the railroad for which you work
and the other the interest payroll of the bank
where you deposit your savings?

If you live in or near Saint Paul you
ought to be on the big interest payroll of the
44-year-old Merchants National Bank.
Pay day comes four times a year—on the
first of January, April, July and October.

In this case, whether or not your pay in-
creases depends entirely upon you—the more
you put in the more you get out.

Merchants National Bank

Capital . . . \$2,000,000
Surplus and Profits \$2,000,000

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

Dear Son Franklin:

I did not write that jingle, I invented it. Mother
will explain to you just how inventions do not
always pan out.

Your devoted,

Daddy.

Black Hills Divisions Items.

J. R. Quass.

Agent W. H. Tubbs and family of Murdo were
called to Iowa by the death of his sister. We all
join in extending sympathy.

Chas. Ray is again working at the roundhouse
as engine handler. He says it is better than being
a miner at Homestake.

Ralph Roan and Dewey Hynes are now on the
brakemen's list.

Conductor P. G. Gallagher and wife were out
to their ranch at Scenic, getting things in shape
for the winter.

Traveling Engineer Hughes has been out over
the division on the first trip since his appoint-
ment.

The water question on the west end is serious,
now as the tank at Conata has burned down and
the pond at Scenic is dry, making it necessary to
haul a water car from Kadoka to Farmingdale.

Engineer James Johnson has been laying off a
couple of weeks, visiting relatives at Mason City.
He also took in the Shriner's meeting at Sioux
Falls.

Conductor F. M. Penrose has been visiting rela-
tives at Rowley, Iowa. He was in time to eat
some Iowa corn-fed Thanksgiving turkey.

Conductor R. C. Younglove has been off for a
few days, taking in the sights at Twin Cities.

Conductor Ralph Duell and wife of Malden,
Washington, have been visiting relatives at In-
terior and Rapid City. Ralph will be remembered
in the days of the Cheyenne Gravel Pit when he
was a brakeman.

Engineer Bert Gardner went deer hunting in the
Hills and returned with a fine buck.

Mrs. W. A. Rand was out to Murdo Water a
few days ago, also looking after the building of
their new house.

Mrs. A. A. Ricks and family spent Thanksgiv-
ing with her daughter, Mrs. Vernon of Presho.

A number of changes of agents on this division
has taken place. B. E. Jennings, who has been at
Rapid City for several years, comes to Murdo
to relieve W. H. Tubbs, who goes to North Mc-
Gregor. Wm. Bowers is at Rapid City for the
present.

Conductor W. H. Stewart was called to Mason
City by the death of his father. We all extend
our sympathy.

North La Crosse News.

H. J. Ballock.

Switch Foreman C. Hyde was called from Chi-
cago November 20th, on account of the death of
his daughter Ada.

Traveling Yardmaster A. J. Sovig transacted
business here November 27th and 28th.

Switchman H. J. Brinkman is said to have shot
a three-legged deer during the hunting season.

General Foreman Te Brake of Milwaukee was
very busy December 6th installing a new shaft
in the electric dynamo in the roundhouse here.

An important meeting of officials was held in
the yardmaster's office here on December 11th,
conferring on matters of vital importance in the
movement and conservation of cars. Those pres-
ent were: J. A. Macdonald, superintendent;
Trainmaster B. H. McHaney of the La Crosse
Division, W. J. Thiele and Trainmaster O. N.
Harstad of the River Division; N. P. Thurber,
superintendent of the So. Minn. Division, and
W. M. Thurber, trainmaster of the Dubuque
Division.

Mrs. J. T. Greenwood, wife of General Yard-
master J. T. Greenwood, has departed to Waco,
Texas, for a visit with her son, who is sergeant
of the 121st heavy field artillery.

District Master Mechanic M. F. Smith of Mil-
waukee discussed matters of interest in the loco-
motive department with Roundhouse Foreman
H. M. Hauser and Traveling Engineer J. J. Little,
December 16th.

John O. Jones, after several years of illness, is
back again at his old job as foreman of the
repair track force.

Notes from Milwaukee Terminals.

O'Malley.

J. Koch and Chas. Polcyn, two of our "soldier boys," formerly yardmen here, honored us with a visit recently; both boys report good treatment, good warm clothing and good food. They expect to start across real soon, and we wish them good luck and a safe return.

Yardman J. V. Cavey and bride have just returned from a pleasant trip (honeymoon) to California. All the boys here wish J. V. and bride a long and happy continuation of the trip started so well.

Assistant Yardmaster B. N. Schwartz is helping to down "old H. C. of L." by selling potatoes at a reduced price to the men employed here. He has at this time disposed of three carloads.

"Safety First."

"Stay Away from Cats."

The above applies to Yardman Jas. C. Gabagren, who was compelled to take a trip to the emergency hospital on account of a cat. "Moral—Don't play with cats."

We are informed that Yardman R. R. Lewis is now displaying a service flag, with three stars.

Why, no! Roy has not got three sons in the army; it is two brothers and a nephew. Roy is also "pal" to three or four of the "Sammys" over there, and writes regularly. We are expecting some interesting letters soon.

Mr. and Mrs. J. J. Kolley and sons are on a visit for the holidays at the home of Mrs. Kolley's mother, in St. Louis.

Mrs. R. R. Lewis is expecting a trip to visit her mother for the Santa Claus festivities in Pennsylvania.

We have not received any hunting or fishing stories this year. Still, a few of the boys have been out and report that Max Polcyn put on another set of "Camouflage" this fall and brought home a deer weighing 210 pounds, but Reiss is reported as having better luck this year than last; as he did not lose his gun or have to pay any fine, still he did not get a deer. The deer hunters from Reed Street Yard, Evan Davis and Joe Billy, had good luck, but we have not heard just what.

Our fishermen, otherwise Yardmen J. W. Axtell, A. J. Hamer, Thos. Monks and Yardmaster Geo. Cull, are going to try their luck again this year, this time at Clear Water Lake, Wisconsin. The boys are going to fight shy of Tom Doyle Lake this year.

Yardman Ray Buckett met with a painful accident, resulting in breaking three fingers. We hope to see him on the job soon.

We express our sympathies to the family of Yardman Chas. Foster, who met his death accidentally—shot while deer hunting.

Also to the family of L. J. Trafarski, who lost his life while in discharge of his duties as yardman.

We also express our condolences to Yardmaster K. J. Schwartz and his brother, B. N. Schwartz, in the loss of their mother, who recently passed away.

While we are sorry to lose our assistant superintendent, C. S. Christoffer, we are glad to report his promotion to the position of superintendent of Chicago Terminals, and we sincerely hope that the spirit of good will will continue in his new position.

We must meet C. A. Bush, who comes to us from La Crosse, after a short stop over at the Union Depot. The boys from La Crosse are very high in his praise.

We now have a new stationmaster, Conductor Chas. Mitchell of the C. & M. Division. Charlie should make good, as he was very popular on the road.

Yardman Ed Patzke met with a serious accident, which resulted in the loss of one arm and one leg. He certainly has the sympathy of all the employees here, for Ed was a young man—his whole life before him.

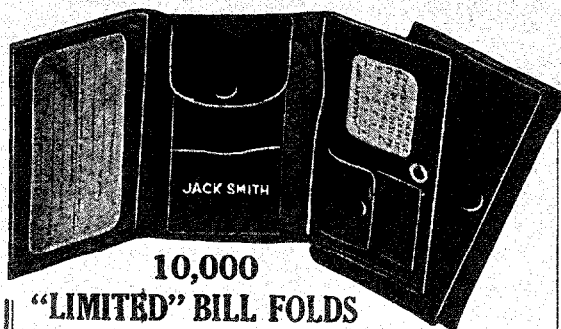
Prairie Breezes from the H. & D.

C. R. Craft.

G. F. West, car service agent of Seattle, was in Aberdeen December 6th, on matters pertaining to merchandise schedules west of Aberdeen.

R. M. Kimberling is the new operator in dispatcher's office at Aberdeen.

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CHICAGO
RAILWAY TIME SERVICE

W. C. Westfall has returned from Milwaukee where he has been general yardmaster, and has resumed his old duties in the same capacity at Aberdeen.

Arthur Mashke, clerk to Chief Carpenter C. J. McCarthy, has joined the Engineering Corps of the U. S. Army. Robert Galligan having succeeded to the position vacated by Mashke.

W. J. Powell, interchange clerk local freight office, Aberdeen, spent a two weeks' vacation visiting relatives in Missouri. Car Record Clerk Frank Faith handling the interchange and Wendell Smith working on the car records.

Joe Carpenter, clerk in Superintendent Melin's office, has enlisted in the Signal Corps and is now on his way to help knock the eye (I) out of the Kaiser.

Frank Falkingham, who left here some time ago to assume the duties of chief clerk in the superintendent's office at Mason City, has returned to Aberdeen and taken up his old duties as assistant chief clerk in superintendent's office.

G. G. Holmquist, after an absence of several months spent at a sanitarium, has returned to his old duties as agent at Fairmount, N. D.

M. P. Ayers, formerly extra dispatcher at Aberdeen, has received a commission as 2nd lieutenant in the Aviation Corps and we presume is now a full-fledged "bird-man."

Conductor Louis Richter was recently passing around the smokes and receiving the congratulations of his many friends. Yup, Louis up and got married.

S. L. Alderson has been appointed agent at Marvin, relieving Miss M. Parsons.

An operators' school has been established at the Aberdeen high school under the sanction of the National Board of Defense. School will be held five nights of the week. Among the list of instructors are: O. F. Waller, H. F. Gibson, F. E. Devlin, P. S. Bander, F. T. Buchler, J. S. Keelan and R. C. Donchower of the "Milwaukee" and Manager King of the Van Noy-Interstate News Company. Both the Morse and International codes will be taught, and many students are taking advantage of this excellent opportunity to learn the work.

Leon Glass, formerly in the office of Emmett Burke, district inspector, has joined the Engineering Corps.

Deer Lodge Shop Notes. "Patsy."

Missoula Division Engineer Herbert M. Willsey, after an illness of six months, of quick consumption, died Tuesday morning, December 11th, at his home in this city. The funeral was held from the Christian Church, where a short service was given by Rev. C. H. Lorimer. The Masonic service was given at the grave. The floral offerings were testimonials of the worth of the man and the regard in which he was held by his many friends. The family has the sympathy of all employees.

Assistant General Car Foreman Clyde Medley, of Miles City, who was formerly car foreman at Deer Lodge, paid a visit to Deer Lodge the other day.

The car department has a new MCB clerk, Miss Gertrude Hill.

Machinist Ed. Nichols and Miss Mildred E. Moe, who was formerly employed at the freight depot as clerk and bookkeeper, eloped to Missoula and were married. From there they proceeded to Seattle for a short wedding trip. It is expected that they will make their home in Deer Lodge. The young couple have the best wishes of their many friends for a happy married life.

Miss Dorothy Schreiber, recently employed in the store department, is now working in the freight depot, Miss Mary Reardon filling Miss Schreiber's former position in the store department. The store department also has another new clerk, Cal. H. Snyder.

Nora B., she of Loweth fame, it is rumored has moved to Three Forks, where she is pounding the key, second trick.

As E. H. Foster, chief clerk for the district master mechanic, was hurrying home on his velocipede the other day, he collided with a lamp-post very suddenly, breaking the globe. He sustained a few minor injuries in the way of bruises, but is now able to be about as usual. The county sheriff picked him up and took him home in his car, and a bystander who witnessed the collision

was heard to remark, "The poor boob! I should think he would rather have paid for the globe than go to jail." Foss says that Joseph's coat had nothing on the iridescent shades that rose to his vision when he hit the aforementioned obstruction.

Notes from Trans-Missouri Division.

E. J. McAvoy.

One of the most successful banquets ever held in Mobridge was tendered by the railroad boys Sunday evening, December 16th, in honor of Superintendent F. G. Hill, who is leaving the Trans-Missouri Division for the Musselshell Division, and A. E. Campbell, who arrived to succeed Mr. Hill.

The banquet was a most decided success from every standpoint. The tables were arranged in the form of a large horseshoe. The places of honor for the toastmaster and the two superintendents and chief carpenter, E. E. Clothier, were in the bend and were marked by a huge bouquet of roses. In the center of the shoe was a centerpiece of cut-flowers and greenery.

Following the serving of the last course, cigars and coffee were passed around, and Toastmaster Moulding took charge of the entertainment for the balance of the evening.

Following his remarks, short talks were given by Engineer V. M. Graybill, Car Foreman T. J. Scanlon of Marmarth, Dr. G. H. Twining of the Milwaukee Hospital, Superintendent Hill and Superintendent Campbell.

It is with regret that we lose Mr. Hill from our division. As, like the captain of the ship who has guided his vessel through storms on the high seas, so has Superintendent Hill been the guiding hand of the Trans-Missouri Division during the past years. Supt. A. E. Campbell, who has been appointed to succeed Superintendent Hill, is welcomed to the Trans-Missouri Division, and there is no question but he will be given the same co-operation from all the employees of the Trans-Missouri as was given to Superintendent Hill during his administration.

Pete Garvey, inspector of dining and sleeping cars on the Eastern lines, was a visitor in Mobridge during the past month.

Machinist Tom O'Brien, of the Mobridge roundhouse, resigned and left for his home in Salt Lake City, Utah.

Ed. Welch, clerk at the Mobridge roundhouse, was on the sick list during the past month.

Machinist and Mrs. W. A. Bender, of Miles City, and Machinist Bob Swansky of Glendive, Mont., spent Thanksgiving in Mobridge as guests of Boilermaker and Mrs. A. L. Morley.

Engineer H. D. Patten returned after a ten days' visit in Milwaukee, Cedar Rapids and Des Moines. Mrs. Patton, who accompanied him, stopped over at Underhill, Wis., where she will spend a couple of weeks visiting with her folks before returning to Mobridge.

Operator Jack Flechtper, of McLaughlin, spent Thanksgiving with his brother and sister.

Mr. and Mrs. W. W. Brundage, of Eagle Butte, stopped over in Mobridge en route to Regent, N. D., where Mr. Brundage takes the position as agent at that station. C. F. Phelps, of Lemmon, has taken the position made vacant by Mr. Brundage at Eagle Butte.

Master Mechanic R. W. Anderson and Claim Agent F. R. Sheng were business visitors in Mobridge during the past month.

Engineer F. Currah has taken the Isabel run, relieving Floyd Way.

Conductor F. L. Granger, of McLaughlin, was a business visitor in Mobridge during the past month.

Fireman E. O. Middleton has returned to work after a short layoff during which time he proved up on his desert claim in Perkins County.

Boilermaker Arden Taylor and Storekeeper Rule Taylor, were called to Staples, Minn., by the death of their sister, Mrs. George Lowell.

Engineer Frank Merrifield returned from the East, where he spent the past two weeks.

Fireman J. L. Gulp has returned from Colorado, where he has been visiting for some time.

Engineer George Sheldon has been on the sick list during the past month.

A. C. Stirn, freight auditor, stopped over in Mobridge on his way to the Cannonball line during the past month.

This is for

YOU

All C. M. & St. P. Ry Employees

When you left your home this morning was everybody happy and cheerful? Didn't that fact make you glad that you are living and give you some of the good old "pep."

If you were killed or injured to-day and the pay-check stopped coming in—what would become of that happy home?

YOU KNOW—and because you do know, tear off the attached coupon and mail it to us **TODAY!**

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"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engine-men, trainmen and shopmen, written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

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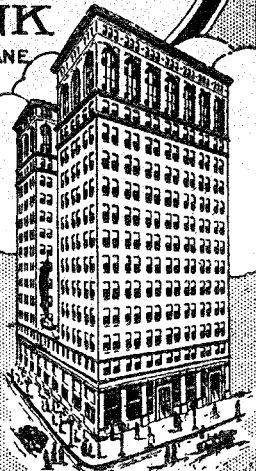
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Direct Connections**

Machinist Oscar Baker was fortunate enough to get in on the Minnesota-Chicago game in Minneapolis during the past month.

Fireman Frank Desper has returned to Mobridge from points in Wisconsin, where he had been enjoying a hunting trip.

John Lind was called to Milwaukee during the past month by the serious illness of his brother.

Engineer Empting and Fireman Frank Gilbert, of Marmarth, were business visitors in Mobridge during the past month.

F. W. Yeaton, of the chief engineer's office, of Chicago, spent a few days in Mobridge on company business.

Miss R. Stevens, of Aberdeen, has accepted the position of stenographer in the superintendent's office at Mobridge.

F. J. MacDonald, of the Cannonball Line, has been appointed roadmaster on the main line of the Trans-Missouri Division, vice Van Gorman, who has resigned.

The Wells, Fargo Express Co. has constructed a new building and same has been put into operation. Mr. Van Osdahl has been appointed express agent at Mobridge.

Engineer and Mrs. H. Worix left for points in Michigan, where they will spend the holidays.

Blacksmith Helper Ray Ogie left for the Coast, where he spent Christmas.

T. A. Dodge has been appointed agent at La Plant, to succeed C. N. Davis, who has resigned.

C. A. Slondin has been appointed agent at Trail City, to relieve W. P. Jackson.

"Dan Healy."

By C. J. Byrne.

You may talk of your service and trains that are swell,

Of your palace car luxuries and ail;
But with your permission I'm going to tell

Of a train that I think "gets the call,"
It's not just because the equipment is fine,

It is elegant beyond a doubt;
But the one thing impresses you most on the line

Is the service when Healy's about.

I have traveled around quite a bit in my time,

I've met many people I liked;

Sometimes I traveled with many a dime,

Sometimes with less, and I hiked.

I've been on the swellest runs known to the rail,

And I emphasize "beyond a doubt,"

While eating your chicken you'll think it is quail,
If it's served while Dan Healy's about.

Now, "who is this Healy?" perhaps you will ask;

"And what is the name of the run?"

Well, his first name is Dan, serving meals is his task—

A task that to him is but fun;

On the Pioneer Limited, morning and night,

This genial employee's to be found.

You can bet your last dollar, your meal will be right

And you'll win if Dan Healy's around.

Columbia Division Personals.

H. R. Gates.

Brakeman Phil Westling and Herman Danz have been called to the colors.

Fireman Frank G. DeMonnin left during the last month for the army encampment at American Lake.

Dispatcher L. V. Curran of Malden has gone to Russia for railway service in that country.

Conductor Peter Colwell is now on work train handling steam shovel at Slate Creek.

Fireman J. E. Houser now on helper out of St. Maries. Jim is getting to be quite an adept at shoveling coal into the Mallet.

The coal dock at Metaline Falls is now completed and ready for operation.

Wire Chief F. J. Washburn of Malden is east visiting with relatives.

Effective October 22d—Fireman D. H. Stocking was appointed traveling fireman. His duties are that of instructing firemen as to the proper method of firing locomotives with coal.

Dallas Reed, formerly chief clerk for Chief Carpenter W. R. Lanning at St. Maries has been called to the encampment at American Lake. Oscar Dahl, former clerk in Mr. Lanning's office, has taken Mr. Reed's place as chief clerk.

City Physicians Explain Why They Prescribe Nuxated Iron

To Make Beautiful, Healthy Women and Strong, Vigorous Men

NOW BEING USED BY OVER THREE MILLION PEOPLE ANNUALLY

Quickly transforms flabby flesh, toneless tissues, and palid cheeks of weak, anaemic men and women into a perfect glow of health and beauty—Often increases the strength of delicate, nervous, run-down folks 100 per cent. in two weeks' time.

IT IS conservatively estimated that over three million people annually in this country alone are taking Nuxated Iron. Such astonishing results have been reported from its use both by doctors and laymen, that a number of physicians in various parts of the country have been asked to explain why they prescribe it so extensively, and why it apparently produces so much better results than were obtained from the old forms of inorganic iron.

Extracts from some of the letters received are given below:

Dr. Ferdinand King, a New York physician and Medical Author, says, "There can be no vigorous iron men without iron." Pallor means anaemia. Anaemia means iron deficiency. The skin of anaemic men and women is pale—the flesh flabby. The muscles lack tone, the brain fags and the memory fails and they often become weak, nervous irritable, despondent and melancholy. When the iron goes from the blood of women, the roses go from their cheeks.

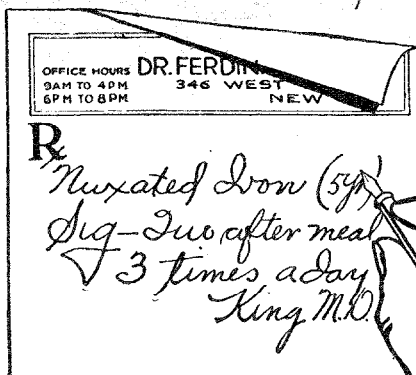
"I have used Nuxated Iron widely in my own practice in most severe aggravated conditions, with unfailing results. I have induced many other physicians to give it a trial, all of whom have given me most surprising reports in regard to its great power as a health and strength builder."

Dr. E. Sauer, a Boston physician who has studied both in this country and in great European Medical Institutions, says: "As I have said a hundred times over, organic iron is the greatest of all strength builders."

"Not long ago a man came to me who was nearly half a century old and asked me to give him a preliminary examination for life insurance. I was astonished to find him with the blood pressure of a boy of twenty and as full of vigor, vim and vitality as a young man; in fact, a young man he really was, notwithstanding his age. The secret, he said, was taking iron—Nuxated Iron had filled him with renewed life. At thirty he was in bad health; at forty-six he was careworn and nearly all in—now at fifty, after taking Nuxated Iron, a miracle of vitality and his face beaming with the buoyancy of youth.

Iron is absolutely necessary to enable your blood to change food into living tissue. Without it, no matter how much or what you eat, your food merely passes through you without doing you any good. You don't get the strength out of it, and as a consequence you become weak, pale and sickly looking, just like a plant trying to grow in a soil deficient in iron.

If you are not strong or well, you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary nuxated iron three times per day for two weeks, then test your strength again and see how much you have gained. I have seen dozens of nervous, run-down people who were ailing all the while double their strength and endurance and entirely rid themselves of all symptoms of dyspepsia, liver and other troubles in from ten to fourteen days' time simply by taking iron in the proper form. And this after they had in some cases been doctoring for months without obtaining any benefit. But don't take the old forms of reduced iron, iron



acetate, or tincture of iron simply to save a few cents. The iron demanded by Mother Nature for the red coloring matter in the blood of her children is, alas! not that kind of iron. You must take iron in a form that

can be easily absorbed and assimilated to do you any good, otherwise it may prove worse than useless. Many an athlete and prize-fighter has won the day simply because he knew the secret of great strength and endurance, and filled his blood with iron before he went into the affray; while many another has gone down in inglorious defeat simply for the lack of iron.

Dr. H. B. Vail, formerly Physician in the Baltimore Hospital, and a Medical Examiner, says: "Throughout my experience on Hospital staffs and as Medical Examiner, I have been astonished at the number of patients who have vainly doctored for various diseases, when in reality their delicate, run-down state was simply the result of lack of iron in the blood. Time and again I have prescribed organic iron—Nuxated Iron—and surprised patients at the rapidity with which the weakness and general debility were replaced by a renewed feeling of strength and vitality. I took Nuxated Iron myself to build me up after a serious case of nervous exhaustion. The effects were apparent after a few days and within three weeks it had virtually revitalized my whole system and put me in a superb physical condition."

NOTE—Nuxated Iron, which is prescribed and recommended above by physicians in such a great variety of cases, is not a patent medicine nor secret remedy, but one which is well known to druggists and whose iron constituents are widely prescribed by eminent physicians everywhere. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, make them black nor upset the stomach; on the contrary, it is a most potent remedy in nearly all forms of indigestion, as well as for nervous, run-down conditions. The manufacturers have such great confidence in nuxated iron that they offer to forfeit \$100.00 to any charitable institution if they cannot take any man or woman under 60 who lacks iron, and increase their strength 100 per cent or over in four weeks' time, provided they have no serious organic trouble. They also offer to refund your money if it does not at least double your strength and endurance in ten days' time. It is dispensed by all good druggists.

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Eliminate scale and corrosion by the use of only 35 lbs. per engine per month.

B-A Anti-Foaming Chemicals

Stop foaming and priming in the lightest waters by the use of only one pound to 8,000 gallons of water evaporated.

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WE PRINT THIS MAGAZINE



Bridge Carpenter A. J. Klentschy of St. Maries spent a few days at Mobridge taking in the convention of the International Brotherhood of Maintenance of Ways.

It is quite a common thing now to see firemen practicing limbering up their muscles getting ready to handle the No. 4 scoop shovels on the coal-burning engines.

Fireman Carl Schewneck has been assigned to passenger runs Nos. 17 and 18 between Othello and Seattle.

The following firemen have been assigned to helper jobs at Kittitas: P. M. Steel, H. A. Ferrier and F. W. Simmons.

Engineer X. E. Harrington has been assigned to the Beverly helper job.

On October 29th, Conductor A. S. Eldridge while on a motor trip to California with his family, died in Los Angeles. Conductor Eldridge had planned to spend the coming winter in California, hoping that the change in climate would prove of benefit to him. He was a pioneer in the point of service, having come here in the construction days. In 1910, he was transferred to this division from the Missoula Division. Mr. Eldridge leaves a widow and son to mourn his death, to whom the heartfelt sympathy of his fellow-employees are extended in their sad bereavement.

Mr. W. J. Jordan, chief dispatcher, has been confined to the St. Maries Hospital during the past month, on account of illness.

Dispatcher R. C. Peterson is acting as chief dispatcher in the place of Mr. Jordan.

Agent Smith at St. Joe has enlisted in the Signal Corps during the past month.

The mechanical coaling station at Ste Maries which has been under construction for the past three months, is now nearing completion. It will probably be ready for coal about the latter part of November.

Fireman "Shorty" Roach, who was called to the encampment at American Lake, has returned on account of being too small. "Shorty" is now going to handle the scoop shovel on the Mallets.

Firemen Plybon, Ragner, Ragan, Rakdahl and Kalinoski, who enlisted in an engineering corps some time ago, are now over in France. Word has been received from them, and everything is going fine so far.

Engineer A. S. Nash, who joined the Canadian Engineers, is now on his way to Egypt.

Several coal-burning engines have been placed in service between Othello and Cle Elum.

I wish you all a Merry Christmas and a Happy and Prosperous New Year!

Marion Roundhouse Notes.

Edward Griffith.

Engineer John Fesdick has left for the army, going in service at Camp Dodge.

Fireman Joe Hodowal also has left for Camp Dodge.

Fireman Grimm has joined the cavalry.

Machinist Helper Walter Kramer has enlisted.

Several of the boys have taken the examination for the army and expect to be called in the next call.

Engineer Harry Stevens, on Nos. 13 and 12, between Savanna and Marion, has sure the "eagle eye," on October 19, on No. 3, as he was approaching the Mississippi Bridge he discovered the timbers on fire, and on Sept. 1st, he again discovered the bridge on fire, both times he stopped his train and with the help of his fireman, Jerry Ulmer, put out the fires with but little damage to the bridge.

Boilermaker Fred Welter and Carpenter Ernest Luense spent a day and a night in Savanna hunting. They were seen coming home the next day and the game bags looked pretty heavy for ducks, especially when coming from the Illinois side.

Engineer W. E. Smith is taking a three weeks' lay off visiting in the East.

Engineer O. S. Thompson is visiting in Pittsburgh, Pa.

Engineer George Greene is visiting in Buffalo, N. Y.

Night Foreman Matt Mullen has taken his two weeks vacation and is back on the job, Matt says there is nothing that will help as much as a little daylight. Matt has been on the night job for the past 15 years.

Fireman Frank Millard is taking in the sights in Seattle.

Engineer Roy Fields has gone to Edgar, Fla., visiting his father.
Francis Curran, son of Engineer "Mike" Curran, left for Dubuque, where he enters school for the year.

Engineer Inspector Ed Smith, who did the "stunt" nights while Matt Mullen was off, is in Chicago taking a rest. Funny how Illinois will rest the nerves.

Tom Pullin spent the day in Paralta, taking in the sights.

Boilermaker Harlan Briggs spent a few days at Fond du Lac, Wis., visiting relatives.

Dist. Master Mechanic George P. Kempf gave us a visit a few days ago.

"Facts and Fancies" from the S. M. West.
J. W. Malone.

Brakeman Nicholas Klaser was a Sloux Falls visitor recently.

Conductor Oscar Granflaten has been laying off a few days on account of sickness. At the present writing he is back on the job.

Machinist Harry Opie, Madison, has been quite ill the past two weeks, suffering from a severe attack of the grippe. May he soon be with us.

Agent M. E. Gillson, Airlie, laying off the past month taking a much-needed vacation, relieved by Relief Agent R. E. Jones.

Operator W. A. Sellman, Egan, was called to Selby, Iowa, the past week on account of the death of his father. The sympathy of the entire division is extended.

Operator Halvorsen, Fulda, is relieving at Egan during Mr. Sellman's absence.

Relief Agent Nels Moe, after a pleasant visit with home folks at Mason City, Iowa, has taken charge of the Vienna agency.

Section Foreman George Golden, Egan, was a pleasant Madison caller last week. George has been handling the discing machine this season, and from the many compliments received, he must be doing a first-class job.

On November 9th, while Brakeman John Carr was coupling the caboose to some cars on the siding at Madison, he was caught between the caboose and deadwood of the adjacent drawbar and

was severely pinched, in addition to having four ribs broken. At the present writing he is doing well and hopes to be back in the game in a few weeks.

Brakeman James Cheek is laying off a few days, relieved by Brakeman A. T. Westby.

Brakeman Avery Ballinger is harvesting the bountiful crop of his garden on the right of way at Madison. Had it not been due to the fact that his "buckskin horse" got loose one night and ate up most of the corn, Avery would certainly have drawn first prize in the contest.

Chief clerk to the superintendent, C. Johnson, was a pleasant Madison visitor recently.

At the present writing Engineer C. Callighan, Madison, is confined to his home with a serious case of blood poisoning. We hope that Mr. Callighan will soon be on the road to the best of health.

Passenger Brakeman C. L. Foote of Austin, Minn., has joined the SM West. May he remain with us a goodly number of years and enjoy the beauties of "God's own garden spot."

Express Agent C. E. Kenney, Madison, has taken a six months' leave of absence, and with his mother is spending the winter in the Southern states.

Mrs. Bert McDouneil, Madison, has been quite sick the past few days. We hope she will soon be on the road to her usual good health.

Agent O. H. Cox, Wentworth, took in the big show at Madison recently.

Understand Agents Campbell, Howard and E. M. Phillips, Spring Valley, are desirous of exchanging positions. We can understand why Mr. Phillips would like to return to the "Sunshine" state, but we cannot understand why Mr. Campbell wants to leave us.

Agent E. N. Bucklin, Madison, was an Egan visitor recently. He reports good progress.

Mr. and Mrs. C. J. Sletner, Madison, are rejoicing over the arrival of a nine-pound boy at their house recently. The congratulations of the division are extended.

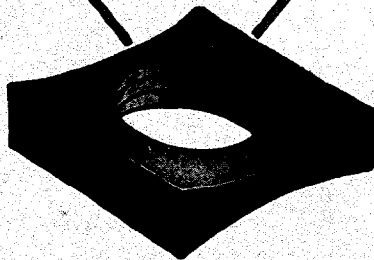
On October 25th, Section Foreman Ole Granflaten, Madison, had the misfortune to lose his home and contents by fire. The sympathy of the division is extended.

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