

MAY 9 1924

Pub.

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Choose either of these shoes and we will send a pair simply on your request. Don't send a penny—no need even for a letter. A post card will do. They are such tremendous bargains that we know you will want to keep them. But you decide after you get them. They go at our risk on approval. This special offer is made because you can't judge the splendid style, quality and value of these shoes from pictures. You must actually see them. If you don't consider them startling values, ship them back and and we will refund your money.

Great Work Shoe

This shoe is built to meet the demand of an outdoor city workers' shoe as well as for the modern farmer. Send and see for yourself what they are. Built on stylish lace Blucher last. The special tanning process makes the leather proof against the acids in milk, manure, soil, gasoline, etc. They outwear three ordinary pairs of shoes. Your choice of wide, medium or narrow. Very flexible, soft and easy on the feet. Made by a special process which leaves all of the "life" in the leather and gives it wonderful wear-resisting quality. Has double leather soles and heels. Dirt and waterproof tongue. Has heavy chrome leather tops.

Pay \$3.85 for shoes on arrival. If, after careful examination, you don't find them all you expect send them back and we will return your money. No obligation on you at all. This is our risk, not yours. Order by No. X15012

Order This Shoe
by No. X15012

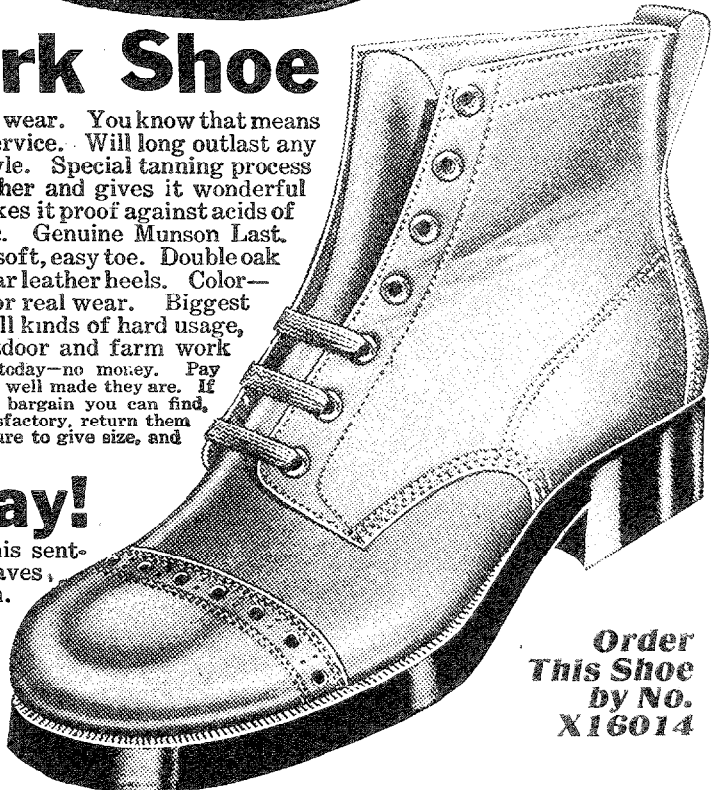
Remarkable Bargain Work Shoe

Same kind of shoes the soldiers wear. You know that means strong, durable, built for hard service. Will long outlast any ordinary shoes. Lace Blucher style. Special tanning process leaves all the "life" in the leather and gives it wonderful wear-resisting qualities; also makes it proof against acids of milk, manure, soil, gasoline, etc. Genuine Munson Last. Wide and comfortable. Smooth, soft, easy toe. Double oak solid leather soles and double wear leather heels. Color—Tan. The very shoe you want for real wear. Biggest value for your money. Stands all kinds of hard usage, wetting, etc. A wonderful outdoor and farm work shoe bargain. Size 6 to 13. Send today—no money. Pay \$4.10 for shoes on arrival. See how well made they are. If you don't say this is the biggest shoe bargain you can find, or if for any reason shoes are not satisfactory, return them and we will refund your money. Be sure to give size, and order by No. X16014.

Send Today!

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LEONARD-MORTON & CO.
Dept. X1055 Chicago



Order
This Shoe
by No.
X16014

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UNITED STATES RAILROAD ADMINISTRATION
W. D. HINES, DIRECTOR GENERAL OF RAILROADS

THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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

Complete

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VOLUME VII

APRIL, 1919

NUMBER 1

Efficiency—Economy

It is sometimes claimed and often it would seem to be true, that efficiency is a greatly over-worked word. In theory, that is probably true,—in good earnest practice it can never be so. Efficiency in plain terms, means to the railroad man, simply doing his work in the best and most economical manner to obtain the results he is striving for. Therein arises the new slogan painted on C. M. & St. P. banners and "hung out on the outer walls" everywhere, that he who runs may read, "Efficiency—Economy." This big country of ours and its business interests are coming upon times which require the best brain and brawn of every man whether he be in position of authority or of the rank and file. No wage-earner wants to see the present scale of wages lowered,—he must have the money to meet his living costs, and so, to be worth the money accredited to him, he has now to confront himself and ask the question,—"how best can I serve my employer and myself," for in the best service to one's employer comes the best of service to a man himself. And right here it maybe as well for us to be reminded that "employer" in the present instance means the government of the United States and the government

of the United States means the people, all of the people, of which you and I and all the rest of us are constituent parts. Unto them we must render our accounting, and they are going to inquire sedulously into the ways and means we employ to transact their business, into the interest we manifest in safe-guarding their interests, and in the manner in which we guard and conserve their money. We have been brought up in a wasteful school,—all Americans have more or less learned habits of extravagance because "the other fellow" seemed to hold the bag,—but now the people hold the bag themselves, they are called upon to give us more money, to pay higher transportation charges, etc., and in so far as we handle the trust imposed in us to the best and uttermost good for them, will depend their willingness to pay us our price. That is excellent business acumen and one which we would undertake to practice were this our own private business instead of a public trust. If a man be a valuable employe, he cannot fail of really earning the money represented by his pay check. The war has taught us that it is a disgraceful thing to be a slacker and as business gets into its after-the-war

swing, men are going to see clearly that "slackerism" is as disgraceful and as discredited among the mass of workers as it was among the boys who wore the khaki; and a man who holds down a job merely for the pay and the bare eight hours required of him will be left behind by the man who takes an interest in the affairs of his employer—making those affairs his own and rendering to his employer all of his best thought, as well as his best endeavor, during the eight hours out of the twenty-four which his employer pays for. Now the need of this kind of efficiency and more economical methods is right here at our doors, and all Milwaukee employes have been invited to get into the game and see how best to play it for all it is worth, to the end that great economies may be brought about in railroad operation without impairing the efficiency of the forces and of the work to be done.

Having in mind that every experienced railroad man must have some well founded ideas on the best way and the most economical way to perform his special duties—ideas that would result perhaps in a short-cut to the general objective—which, if he were encouraged to express, might bring about very excellent reforms, and that if talked over in open meeting would be productive of benefit to the work as a whole, the management has inaugurated a system of Get-Togethers—meetings at which these ideas may be discussed, their good points recognized and their defects pointed out. At the "brakemen's caucuses" and the meetings of "the stove-pipe committee" it often happens that good, plain common-sense ideas of operation as they apply to local conditions are brought up, which, if developed, would be beneficial in result; in these centers of debate it not infrequently transpires that under the cap of many a lad of promise little ideas of real merit are milling about awaiting and needing only the opportunity to crystallize—which the new plan of Get-Together meetings are to furnish, for it is believed that men who are engaged in the actual business of railroad operation, men who witness the work-out of theories cannot but note where the theoretical and actual clash, resulting in

deficiencies that spell wastefulness and extravagance. By coming together, then, employes are to be given the chance to develop their own notions and insofar as they promise actual reforms their suggestions will be acted upon. And in general, out of the free discussion will come something by which to promote the interest, the efficient operation, effect savings in cost and build up that certain intangible but indispensable something that the Army calls **morale**, and without which no enterprise, whether military or civil, can work together for the greatest good. It means in short, **TEAMWORK**, "a long pull, a strong pull and a pull altogether."

During March these Get-Together Meetings have been inaugurated in all districts of the Lines East and reports of the successful inauguration of the movement promise well for the good which it is expected will result. The division superintendents have called these meetings, inviting **all** employes under their jurisdiction; chairmen have been appointed, the objects of the meetings explained and then organization and discussion of matters involved left to the meeting, without leadership from heads of departments, as far as possible. This method establishes freedom of expression and gives everyone present the opportunity to make suggestions and "air" his ideas on wastefulness, on extravagant usages and inutility.

General Roadmaster Shea has been over the various divisions addressing the roadmasters and section foremen of each section, who had been called together to meet him. Perhaps nothing could better justify the Get Together plan or commend it more thoroughly to all other departments than the success he has met with. Everywhere, all of the roadmasters and section foremen who could possibly reach the meeting at the appointed time were present. Mr. Shea outlined the plan of work for the coming season in his department, asked for the best endeavor of every man, told the need of eliminating all wastefulness together with the necessity of keeping the road in first class condition and invited every man in road work to offer suggestions, talk their business over

and get ready for a summer campaign of road work that shall net a 100 per cent physical condition with a handsome decrease in the cost of maintenance. The road men have all gone from those meetings with helpful ideas, firm in the belief in their ability to give the long strong pull that is hoped for and expected of them. It is the same with all other meetings held to date, and as these Railroad Clubs, as they have been denominated by the members, get into working order, the wisdom of their being will be more and more demonstrated. In the battle of life, whatever the odds, the Get-Together, the Pull Together is what counts.

We Change Our Name.

How do you like the new name? Henceforth we are the Milwaukee Employes Magazine, and will be known as such. This number also begins our seventh year. We have tried to be a welcome messenger and we shall continue along that line—doing our “bit” for the general good and the happiness of all. The Magazine thanks every employe for his and her cordial co-operation and asks nothing better than a continuance of the same enthusiastic support.

Gold is Dross.

Some men have lands and gold to spare,
And palaces and jewels rare,
And all that wealth can give.
But sometimes those who toil each day
And hard won pennies lay away.
Can teach them how to live.

The best of all good things in life,
A happy home, a loving wife,
The rich man is apt to miss.
He has not learned that gold is dross,
And all on earth not worth the loss
Of one sweet childish kiss.

Why should men of their wealth be proud,
For there is no pocket in a shroud,
’Twere better far to love.
And know the peace of work well done,
The daily battle fought and won
And credit marks above.

To know the sleep that comes from toil
To those who till the stubborn soil,
Or shape the flinty stone.
Sometimes we can but wonder why
Men will not learn, gold cannot buy
A place around God's throne.

Jack Gavin.
Judith, Gap, Mont.

Milwaukee Veterans' Banquet.

The Milwaukee shops section of the “Vets” held a get-together and eat-fest at the Hotel Wisconsin in Milwaukee on February 20th, and by all accounts it was a grand success, both in respect to numbers, good eats, speech-making and a general good time. The house was sold out long before the opening hour, and if it had not been that a few ticket holders were unable to be present, it would have necessitated an overflow meeting or a second table. Notwithstanding the night was stormy, every one and his wife was present, but what does a storm count with the railroad boys?

Grant Williams, secretary-treasurer of the association, was there, accompanied by Mrs. Williams. Western Avenue shops, Green Bay shops and other up-state localities were also represented.

The banquet went clear over the top, started on time, had a good time and got out on time. Chairman H. W. Griggs of the Milwaukee shops section opened the meeting and introduced the Rev. Wm. Forney Hovis, pastor of the Grand Avenue M. E. Church, who offered the invocation. H. J. Killilea, attorney for the Milwaukee Railroad, acted as toastmaster in his usual masterly manner. Eight pieces from the shops band rendered good music as the procession was forming and marching in, and also rendered several selections during the evening. Miss Marie Gill, a noted singer of the city, gave a fine soprano solo. The ladies' shop quartet, consisting of the Misses Butler, Peuser, Powell and Gill, sang delightfully, and Miss Gill also favored the company with a recitation.

Charles Meyer, the popular campaign baritone of the shops, held the floor among roof-raising salvos. Judge Backus arrived about 10 o'clock from two previous meetings which he had addressed. He gave his “Father and Son” talk and met with tremendous applause. He was followed by the Rev. Mr. Hovis and Mr. Killilea.

Letters were read from Federal Manager H. E. Byram, who is an honorary member of the Western Employes' Association, and from John E. Fox of Janesville, who is 96 years old—the real “vet” of the entire railroad.

John E. Horan, the 64-year active-service employe of the road, and who is 81 years old, was present and was asked to stand up, which he did amid a round of applause, and a call for a speech brought forth some witty, terse railroad history.

The success of the banquet was largely due to the advance sale of tickets, made possible by the co-operation of E. J. Brennan, S. M. P. A. N. Lucas, Shop Supt. Locomotive Department L. K. Silcox, M. C. B. Supervisor L. B. Jenson and other officials. The committee extends a vote of thanks to these gentlemen. The committee consisted of Messrs. H. W. Griggs, Theo. Saveland, Charles Wood, W. C. Schroeder, A. Vollendorf and J. J. Czech. Credit is given to Messrs. Saveland, Vollendorf, Wood and Wilde for an over-the-top sale.



The New Terminals and -

Courtesy Chas. F. Shaw, Photographer, Ottumwa, Ia.

Old Familiar Jug at Ottumwa Junction Eliminated

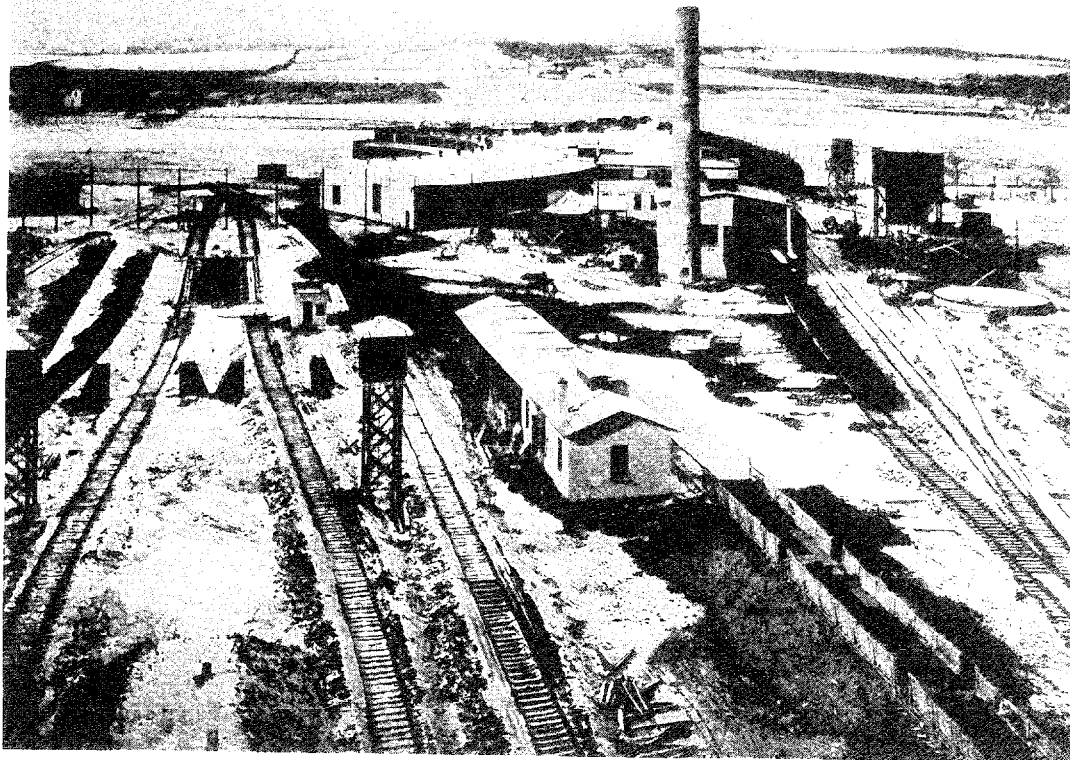
On Wednesday, Feb. 5th, 1919, our new engine terminals and freight yard at Ottumwa Junction, Iowa, on the Kansas City Division, was put into permanent operation, and the smoothness with which this change was accomplished, both with the movement of trains and engines, is convincing evidence that the careful planning of the many details in advance of the construction of this new plant, together with its modern electrically equipped, labor-saving machinery, is going to result in not only economy but in increased efficiency in the handling of our business at that point.

The building of our new terminals, in charge of Construction Engineer D. C. Fenstermaker, was started on June 1st, 1918, and was completed on Feb. 5th, 1919, and with the passing of our old yards and roundhouses, we find ourselves equipped with a modern and up-to-date terminal consisting of an eighteen-stall roundhouse, modern mechanical coaling plant, sand towers, pump house, water softening plant, machine and blacksmith

shops, cinder pit and clam shell, all of modern type and operated by electricity, together with six train yard tracks ranging from 3220 to 4075 feet in length.

Our new yard is also equipped with a 150-ton track scale, and an up-to-date ice house with a capacity of 1600 tons has been erected adjacent thereto, and taking into consideration that it was necessary in addition to the tremendous amount of grading and filling, as well as general construction work, to change the channel of a river and relocate the main tracks, the rapid progress and prompt completion of this work that has permitted of the operation of the new terminal in so short a time after having been started, was quite gratifying to both the Kansas City Division officers and employees.

These improvements have resulted in the elimination of a great amount of work and delay that was formerly experienced in the operation of our old yard, some of which is by reducing the time of train and engine crews moving



— Yards, Ottumwa, Iowa

Copyright Geo. F. Shaw, Photographer, Ottumwa, Ia.

into and out of the terminals, as well as making it possible to much more promptly handle our power.

The former practice in handling trains from Kansas City by heading them around the wye and pulling them back into the yard by switch engine, also in handling trains departing for Kansas City being pulled back and headed out, has all been eliminated, resulting in both train and engine crews being released much more promptly and getting them home to their families.

The following engineering and operating details of the new terminals are contributed by Mr. Fenstermaker:

In May, 1918, it was decided to build a modern engine terminal and freight yard at Ottumwa Junction, Iowa, replacing the old one located east of the Des Moines River, and orders were to have it ready for use by January, 1919. This looked like, and was, considerable of a job, inasmuch as only preliminary surveys had been made, and no right of way secured. Location surveys were completed early in June and the last right of way secured June 26th. The new terminal is located immediately west of Des Moines River on the location

formerly known as "West Yards."

The grading, amounting to 275,000 cubic yards, of which about 25,000 cubic yards was rock, was let to Roberts Bros. and the Edward Peterson Company of Chicago, Roberts Bros. handling the steam shovel and the Edward Peterson Company the team work. To save time in building construction in engine terminal it was specified that grading there was to be done by teams, account of being able to shift team grading from point to point to clear building operations, not possible with steam-shovel work. Grading in engine terminal began June 11th, 1918, and was completed in October, a total of 125,000 cubic yards being moved by teams without interference with building operations. Roberts Bros. steam shovel began work July 12th and work was completed early in November. The steam shovel work was principally the cutting of a new channel for Bear Creek, diverting it to the south side of the new yards, thus avoiding two bridges in the freight yards. The material from the channel change was used in roadbed for the freight yard, all being used for this purpose.

The building construction, including

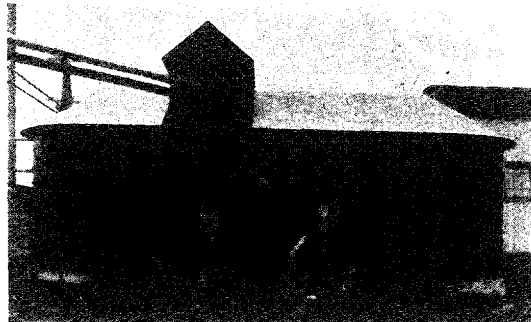
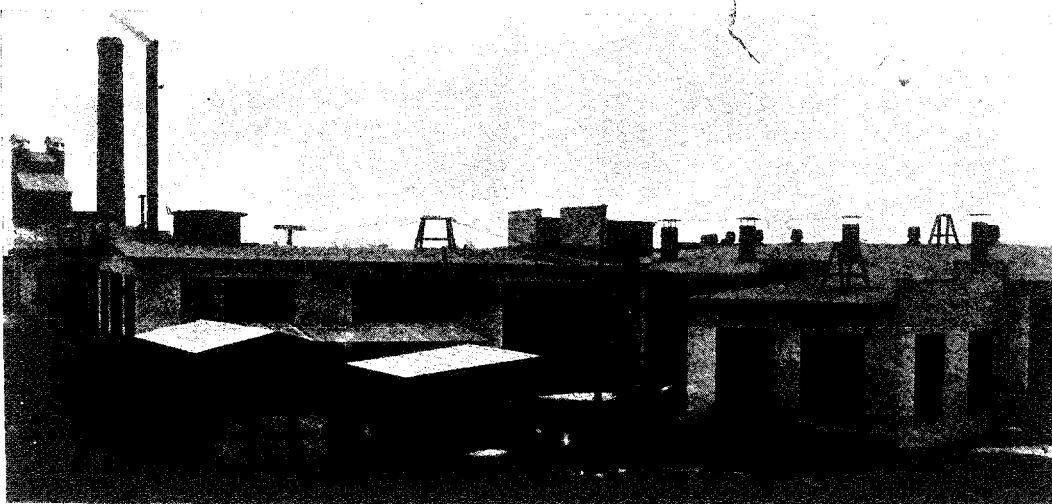
**Eighteen Stall Roundhouse**

water lines, sewers, etc., was let to the Witherspoon-Englar Company and Grant, Smith & Co. of Chicago, and be-

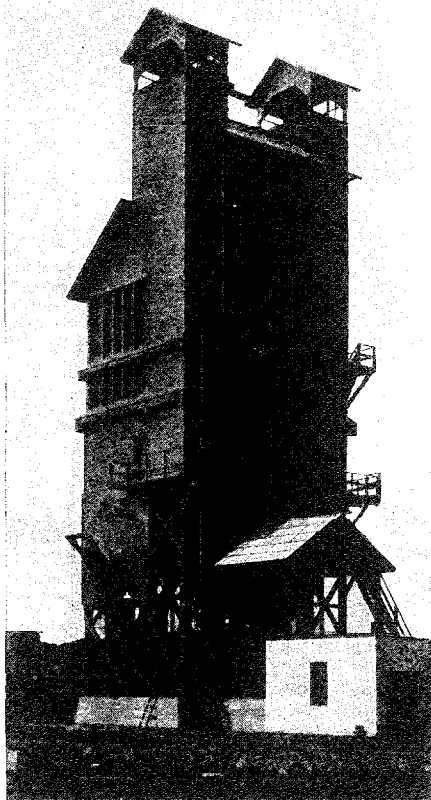
house 50 by 100 feet, store and oil house 40 by 70 feet, with oil storage basement below, 310-ton coaling station, master

**Planing Mill and Lumber Shed, Car Department**

gun June 27th; and the work, comprising an eighteen-stall roundhouse, with machine and blacksmith shop 50 by 80 feet attached, 85-foot turntable, power

**Boiler Washout Plant****1600-Ton Ice House****Water Softener and Storage Tanks****Machine Shop, Fan Room and Rear of Roundhouse**

mechanic and roundhouse foreman's office, water softening plant, boiler washout house, submerged type of cinder pit, planing mill, 54-foot Strait track scale, yard office, sand house, 1600-ton ice house, toilets and numerous other small structures, was completed and ready for use early in January. Water is secured from the Des Moines River, pumped to water softening plant for clearing and softening, thence circulated into the two

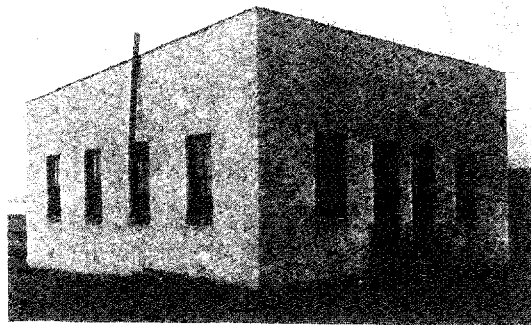


310-Ton Coaling Station

storage tanks for distribution through the terminal. The boiler washout plant furnishes pressure in case of fire. The plant was taken over by the motive power department Feb. 4th, 1919.

Everything is motor operated, power furnished by two engines and generators of 125 and 75 k.w. capacity. Two 300-h.p. watertube boilers furnish steam for power and heat.

New features of the plant as compared with others recently constructed are a boiler washout plant, utilizing blowoff from locomotives in the engine house for heating water for boiler washouts; connection of machine and blacksmith shop to the roundhouse with track for engine



Office Building

repairs into the machine shop; watertube stationary boilers with 100-foot brick smokestack; a combination oil and store house convenient to the roundhouse, and the disposal of cinders from the stationary boilers by a steam jet blowing them through a pipe into cars.

The work was under the direction of the engineering department — C. F. Loweth, chief engineer; A. G. Holt, assistant chief engineer; N. H. LaFoun-



Power House

tain, general supervisor of buildings, with D. C. Fenstermaker, assistant engineer, in field charge.

Appreciation is expressed for the co-operation of the operating department, particularly W. M. Weidenhamer, general superintendent, and N. P. Thurber, division superintendent, whose assistance in getting material to the work enabled us to complete the terminal on schedule.

Major Sawyer Returns.

Major Mott Sawyer, formerly superintendent Coast Division, who was granted a leave of absence to enlist in the Army, has returned and accepted the position of assistant to General Superintendent W. B. Foster, headquarters at Seattle. Major Sawyer was in command of the construction forces of the Spruce Division, having jurisdiction over the government line from Port Angeles to the spruce timber forests of the Olympic Peninsula. Congratulations and "welcome home" from former associates and employees are extended.

United States Railroad Administration News from Washington

Director General Makes "Service" Slogan.

A message of deep interest to railroad officials and employes was delivered to a conference of governors and mayors held in Washington the first week in March, by Walker D. Hines, director general of railroads. He declared it to be his purpose and that of his associates to give the best possible railroad service and to restore transportation conditions throughout the country to a pre-war basis. Mr. Hines went further and stated that it would be his aim to bring about even better service than obtained prior to the war wherever the opportunity offered.

Comfort and Convenience of Public Desired.

In the course of his remarks Mr. Hines called attention to the fact that it was not due to the temporary federal control of the railroads that transportation service had been curtailed and the traveling public, as a consequence, forced to some inconveniences. Whatever interruption there had been, he said, was made necessary on account of the war. Now that this emergency had passed, he stated, he intended to do everything in his power to operate the railroads of the country, having in mind the comfort and convenience of the general public.

Railroad Men and Public to Work Together.

The director general stated that he realized that the task ahead of him was not an easy one and that many difficulties would undoubtedly present themselves. But he appealed to his audience to give him their co-operation and support in the undertaking, expressing the belief that with all working in harmony toward a given goal, the results aimed at would be achieved. He spoke of the assurance in this direction given him by the representatives of the state railroad commissions, whose members had been in conference with him but a short time ago.

"As the result of this discussion with the members of these state bodies," Mr. Hines declared, "I got the distinct impression that those highly important public agencies are going to aid me in improving this public service by reporting how this service is being rendered in their respective states and giving me the benefit of their suggestions from time to time as to what ought to be done in order to get back to the more favorable conditions prior to the war and in order to improve those conditions where the opportunity is presented.

Suggestions Welcomed.

"I want as far as I can to carry that message throughout the United States of a desire on my part and on the part of my associates in this tremendously important short period of government control to give the public the very best service possible and of my earnest desire to get the benefit of the greatest possible measure of public support in making that policy a success. When you find things in the railroad service which are not comfortable, which are inconvenient, which fall short of what you think the service ought to be, I hope you will not form in your own mind the impression that that is what the railroad administration is trying to do. I want you to realize that that is what the railroad administration is trying to avoid and it is looking for all the help and all the suggestions it can get. I earnestly ask you to do what you can to help, through making suggestions to me, to my associates in Washington, or to the federal managers or regional directors, bearing in mind that they all are direct representatives of the government of the United States and that the watchword of the railroad administration is to render an adequate and convenient public service."

Director General Against Halting Industry.

Despite the failure on the part of Congress to appropriate the \$750,000,000 requested by the director general with which to meet the immediate

financial necessities of the railroads, Mr. Hines, in the course of his remarks to the governors and mayors, carried assurance to the employes of the transportation facilities that it was not his intention to halt industries with the idea in view of throwing men out of employment.

Will Not Cut Wages.

"I am absolutely out of sympathy," he declared, "with any policy which contemplates the slowing down of industries for the purpose of throwing men out of employment on the idea that thereby the rates of wages may be cut down for the future. There would be two general ways in which we might attempt to adapt ourselves to this new situation so suddenly created. One way would be to cut down expenditures as rapidly as possible in every direction, even though these expenditures were highly desirable. The other way would be to try to resort to every possible expedient to prevail on the railroad companies and the other business interests affected to borrow the necessary money to enable us to go forward with these expenditures. I am emphatically in favor of the plan which contemplates financing these matters so we can go forward with the expenditures rather than of the plan of cutting off the expenditures so we can avoid the financing.

"Approaching the matter along those lines, it is going to be my policy and with the cordial co-operation of the secretary of the treasury and the war finance corporation to try to find every way we can to reimburse the treasury and the railroad administration through getting the corporations to borrow the money to pay back advances which have been made and which it will be necessary to make to carry out the program. It would be unwise to create the impression that it is going to be an easy task. It is going to be very difficult, but we are approaching it with the determination that we will make it succeed to a very large extent and that we will get a large measure of patriotic co-operation from all the interests which are affected."

State Railroad Commissions Promise Co-operation.

For the purpose of clarifying relationship between the United States railroad administration and the state railroad and public service commissions and agreeing upon a plan of constructive co-operation under peace conditions, Director General Hines held a conference with these officials at Washington on February 19th. There developed during the discussion an earnest desire on the part of all those who participated to work in the most complete harmony in the public interest.

As a result of the meeting the director general has put into effect a policy as to the operation of the railroads under federal control involving police regulations of the several states, other than those affecting the transportation of troops, war materials or government supplies, or the issue of stocks or bonds or rates, fares and charges, under which the state commissions will have jurisdiction in such matters as spur tracks, railroad crossings, safety appliances, track connections, train service, the establishment, maintenance and sanitation of station facilities, the investigation of accidents and other matters of local service, safety and equipment. It will be the policy of the director general to see that the orders of the state commissions in these matters are carried out.

During the conference the director general called attention to the fact that the federal control act gives power to the president to initiate rates, fares, charges, classifications, regulations and practices by filing them with the interstate commerce commission, and empowers that body to review the justness and reasonableness of them. The members of the state commissions took the position that the intrastate rates are nevertheless subject to their jurisdiction. In order to adjudi-

cate these matters, the director general announced it to be his policy to expedite in every way a final decision by the appropriate tribunal of the questions at issue between the railroad administration and the state bodies.

The directors of traffic and public service of the United States railroad administration were directed, before authorizing advances of any importance in rates, fares or charges, either interstate or state, to submit them to the state commissions in the states affected for their advice and suggestion.

Resumption of a la Carte Service on Dining Cars.

Beginning March 1st, a la carte service was resumed on trains which, in the opinion of the federal manager, could be done without avoiding congestion in dining cars with the resulting delays to passengers. In his instructions to regional directors, the director general stated that on trains where table d'hôte service is continued it is desirable that a well balanced meal be provided of not to exceed five courses, exclusive of relishes and beverages, of good food, well cooked and served, appropriate to the occasion. The price of all table d'hôte meals is to be \$1.25 and is to be made worth the price. He stated that it should be clearly understood that the a la carte service is not to be substituted for the table d'hôte service on trains where such action would result in overcrowding the dining cars and resultant delays to passengers in obtaining service.

"The table d'hôte service was put into effect as a war measure," Mr. Hines said, "because of heavy passenger travel during the war and a shortage of passenger equipment due to the necessity of using a large amount of passenger equipment in the transportation of troops. As these conditions disappear it is desired to return to the a la carte service which it is believed will be more satisfactory to the traveling public."

Relocation of Railroad Equipment.

In order that equipment may be relocated according to ownership by regions as far as practicable without abandoning the principle of the common use of cars, Director General Hines on February 15th issued an order providing for the return to the owning road when desired for rebuilding or application of betterments cars which can be put in safe condition for movement at reasonable cost. In general, it is provided that cars should be loaded to or in the direction of the home road. The regional directors will relocate the same cars between owners on the basis of ownership so far as practicable. Any railroad will accept its own equipment empty at any junction point.

This action was taken by the director general in order that railroad equipment might be relocated more in accord with ownership than was practicable during war conditions. While this emergency was on each unit had to be used with the sole purpose of meeting the then existing traffic demands.

When the roads desire to rebuild their cars, regional directors will make application through the mechanical department of the United States railroad administration. Upon its approval the car service section will authorize the owners to call upon holding roads for the return of the cars in such numbers and at such times as their shop operations require.

Locomotive Superheater Company Purchased.

At the instance of the alien property custodian, Director General Hines, on February 18th, announced that the United States railroad administration had purchased more than 51 per cent of the stock of the Locomotive Superheater Company. This stock originally belonged to German interests. It was seized by the alien property custodian, who decided that the interests of this government could best be protected through some governmental agency acquiring the stock. The purchase by the railroad administration will prevent effectively the passing of the stock back to German control.

Resignation of John Skelton Williams as Director of the Division of Finance and Purchases.

John Skelton Williams has resigned as director of the division of finance and purchases in the railroad administration, effective March 15th. He

is to become chairman of a finance committee and chairman of an advisory committee on purchases to advise the director general on important policies in matters pertaining to finance and purchases. He will also continue to be a member of the director general's staff and continue as heretofore to preside at the staff conferences in the director general's absence. Pending decision as to filling the positions thus made vacant, Henry B. Spencer, chairman of the central advisory purchasing committee, will direct the work of the division of purchases, and, on account of the pressing financial problems which have arisen by virtue of the non-passage of the railroad appropriation, the director general himself will give attention to the work of the division of finance, being assisted by the associate director of that division, Charles B. Eddy.

Northwestern Region.

The week of March 4th witnessed a small decrease in the amount of traffic handled, revenue freight showing a total of 100,705 cars, a decrease of 12,630 cars under the corresponding week of last year, and also showing a decrease of 3738 cars under the previous week.

Business handled by the Union Stock Yards, Chicago, continues heavy, for the week ending March 1st there being an increase of 3 per cent in the number of hogs received and 27 per cent increase in sheep, although cattle decreased 10 per cent as compared with the same week of last year. The accumulation of hogs has been cleaned up.

The lumber industry in the Pacific Northwest shows no change, but the mills anticipate a lively market about April 1st.

Logging operations in the North woods show improvement, due to recent cold weather and snow.

The fall sown grain is in excellent condition, and snow which has fallen over most of the winter wheat belt affords protection from freezing.

Due to the fact that no elevator space is available at the principal markets, grain receipts are considerably lighter than a year ago; however, grain shipments will increase as soon as some of the grain now held in elevators at primary markets is shipped East.

A train load of crude rubber is being assembled at Puget Sound ports for movement East, while a second shipment of 100 car loads of condensed milk will be made to Chicago within the next few days.

During the past week 1100 cars of export freight were cleared through Seattle, which was the largest number for any week during the last year.

Passenger traffic remains practically unchanged. Commercial travelers are out in increasing numbers, and there is also a brisk movement of discharged soldiers. Pleasure travel also holds up well.

S. C. & D. Division.

Harold Gale has returned to work after spending several months in the Signal Corps and has been stationed at Camp Mead, Maryland. He had traveled but 52 miles on sea when the armistice was signed and he was returned.

Mrs. Maude Ferguson, transfer clerk, Sioux City freight house, is making a week's visit with relatives in Nebraska.

E. M. Flick, cashier, at Yankton, had an extremely interesting time February 12th when he and Abraham Lincoln celebrated birthdays together.

Word has been received that Ed Anderson, formerly conductor on the S. C. & D. and who is now in California, has been seriously sick with pneumonia, but at present time is somewhat improved.

Real Railroad Sacrifice is expressed in:

Their meeting it was sudden,
And, oh, but it was sad;
She sacrificed her sweet young life,
The only thing she had.
She sleeps beneath the daisies,
In peace she is resting now;
There's always something doing,
When the freight meets prexy's cow.

The Fifth Liberty (Victory) Loan.

During April, it is announced, the Fifth or Victory Loan campaign will be on. Because "the war is over" should be no reason for slacking of interest in the affairs of the government. The war is over, so far as the fighting is concerned, and over gloriously for Uncle Sam's armies, but the bills have to be paid, and they are no mean item, because in order to bring about the speedy and victorious conclusion that resulted to the Allied Arms, it was necessary for Uncle Sam to show the world that his resources were without end and his ability to speed up was boundless. Now we have to pay the reckoning and we shall do it gladly, for the sake of our beloved flag and our unconquerable country. We are the best fighters, the most generous givers and the most cheerful payers in the world. The Victory Loan will be a splendid investment—none better in the wide world, and while we pay our bills out of the loan, we have an impregnable bulwark against loss in the untarnished credit of the United States. All together now, for the Victory Loan.

The Homecoming of the 13th Engineers.

The 13th Engineers, the "lucky 13th," is booked for home shores very soon, and their coming is probably only a matter of a few weeks. Preparations are going forward, looking toward a royal welcome and that long anticipated "march up the Boul. Mich." which every lad among them has dreamed of ever since he sailed away.

The following special cable to the Chicago Daily News is authentic news of their whereabouts March 6th, and since that date the arrival of Colonel Howard in this country has been announced. Even as this is being written the announcement that the regiment is about to sail is looked for.

Coblenz, Germany, March 6.—The "lucky 13th," the first American engineer regiment entering active service in the war, is going home. It is due to leave Fleury-sur-Aire on the way to an embarkation port tomorrow. The entire regiment, which has been operating the military railroads back of Verdun, has been reassembled at the Fleury headquarters, where it is awaiting orders.

Other regiments of American railroad men in France also have made glorious records, but for persistent efforts by day and night, in rain and sunshine, in handling men, supplies, ammunition and material, first making Verdun impregnable for the French and finally in assisting the Americans in preparing for the Meuse-Argonne drive, no unit is entitled to higher honor than the 13th. All Americans, and especially railroad men, have cause to be justly proud of the regiment's accomplishments.

In orders from the French and American headquarters the 13th regiment of engineers is classed as a combatant unit, and instructions have been issued to inscribe on the discharge paper of each officer and man the words, "Took part in the Champagne, St. Mihiel and Meuse-Argonne offensives." It is the only regiment that is authorized to wear on the left shoulder the distinctive insignia of a blue square cloth patch with a red engineer castle in the center, surrounded by a circle of thirteen white stars, indicating the start of the American nation and the start of the American expedition. Usually nothing smaller than a division has its own shoulder insignia.

The 13th entered the French advanced zone on Aug. 18th, 1917, took over the operation of a railroad between October 7th and October 14th and was relieved Feb. 28th, 1919. Until the end of 1918 it had moved 1777 trains, carrying 9,230,080

tons of freight and millions of men, including many who were wounded. It handled with credit heavy artillery, hospital forces, troops, supply trains and the private trains of President Poincare, General Pershing, Secretary Baker and others. The regiment made the fastest time in unloading troops during the war. On the day of the armistice it was operating 229 kilometers (133 miles) of track supplying the Argonne, Verdun and St. Mihiel fronts. Later it added 150 kilometers (90 miles), reaching Sedan, Lerouville and Conflans.

Part of the railroad was within range of the German artillery and all of it was bombed frequently and machine gunned by airplanes. During the last American offensive the road handled all the men, ammunition and supplies sent to the front sections. Under constant fire the men ran the trains and repaired the tracks as fast as the Germans blew them up. Through these trying times Capt. Grove C. Kennedy of the Santa Fe, Beaumont, Tex.; Capt. Victor Hagelberger of the Rock Island road, at Bureau, Ill., and Capt. Thomas Horton of the St. Paul road, at LaCrosse, Wis., with their companies of men never left the front line, but kept the stretch running. Twenty-four immense railroad guns were firing along this line. One track was used for ammunition and the other for supplies. The Germans were constantly shelling the road and attempting to cut it.

Every man in the regiment showed a courage and devotion that made possible the high regimental record. Practically all deserved the decoration of the war cross, but only a few can be mentioned. In his letter forwarding the decorations General Pershing said:

"The cheerfulness, adaptability, loyalty and self-sacrificing devotion to duty uniformly displayed under trying circumstances by officers and men from the regimental commander to the most recently arrived private have added a new luster to the traditions of our railway service."

Those decorated by the French were:

Col. Nathaniel Howard, Burlington road, Burlington, Iowa.

Lieut. Col. Charles L. Whiting, St. Paul road, Lewiston, Mont.

Maj. Edward Schultz, Northwestern line, Chicago.

Capt. William E. Haberlaw of the Rock Island, Rock Island, Ill.

Capt. Earl E. Deyo, Chicago Great Western Railroad, Oelwein, Iowa.

Capt. James W. Kern Jr., Illinois Central Railroad, Mounds, Ill.

Lieut. Hugh McKee, Illinois Central, Burnside, Illinois.

Lieut. Harry R. Halvorson, Illinois Central, Memphis, Tenn.

Lieut. Ray Harrison, Santa Fe road, Pecos, Tex.

Lieut. Leslie A. W. Supples, Chicago.

Lieut. Porter Berryfall, Chicago Great Western, St. Paul, Minn.

Master Engineer Floyd A. Williams, Rock Island road, Iowa City, Iowa.

Sergt. John E. Morrill, Chicago Great Western, Chicago.

Sergt. William M. McMahon, St. Paul lines, Savannah, Ill.

Sergt. William B. Drescher, St. Paul road, Emporia, Kansas.

Sergt. Leonard Face, Northwestern lines, West Lynn, Mass.

Sergt. Arthur G. Crozier, Santa Fe road, Hagerman, N. M.

Corporal Oscar E. Olson, Northwestern road, Stevens Point, Wis.

Corporal Clarence T. Barnes, Santa Fe road, La Junta, Colo.

Corporal Walter T. Mott, Rock Island road, Chicago.

Corporal Martin H. Bootjer, Rock Island road, Chicago.

Private Charles L. Sylvester, St. Paul road, Chicago.

Private Thomas J. Ross, Rock Island, Germania, Arkansas.

Private W. Frank Bitti, Northwestern road, 2161 First avenue, New York.

Private Gustaf Tichy, Rock Island road, Chicago.

Private Wilbur W. Lish, Santa Fe road, Villa Grove, Ill.

Private Victor S. Nichols, Santa Fe road, Wellington, Kansas.



C. M. & St. P. Employees Band, Milwaukee Shops Division

Private D. C. Steinmeyer, Santa Fe road, Emporia, Kansas.

Private Edward C. von der Veld, Santa Fe road, Emporia, Kansas.

Private William D. Kuller, Santa Fe road, Emporia, Kansas.

Thirteen officers of the regiment, including Maj. Gen. William C. Langhitt and Brig. Gen. Charles W. Kutz, the first commander, have been transferred to other outfits and promoted. Thirty-six enlisted men have been given commissions. Leonard E. Arner, dispatcher of the Rock Island road, receiving the rank of captain. Lieut. Col. Whiting, commander of the regiment since Colonel Howard returned to the United States and who also commanded the 24th, or grand transportation division, at Conflans, handled all the men and supplies of the army of occupation.

Not all the men will return. Capt. J. M. Walsh of the Illinois Central at Memphis, Capt. Sidney V. Rowland of the Chicago Great Western at Chicago, Lieut. Harry R. Halberson of the Illinois Central at Memphis, Lieut. C. E. Evenson of the Northwestern at Dixon, Ill.; Lieut. L. Witherpoon of the Northwestern at Chicago, and Lieut. R. D. Coulter of Chicago remain in France. Lieut. Sylvester Warren of the Santa Fe line at Houston, Tex., with thirteen men, goes to Russia.

The regiment's losses are slightly balanced by some of the men who are bringing home brides. The latest wedding was that of Captain Habermaw to Mlle. Barton, a French Red Cross worker in Paris, the romance dating from hospital days. Capt. Francis W. Taylor, Chicago, acted as best man.

Thirteen is considered the mascot number of the regiment, which was the first unit of engineers organized for the expedition in America. It was christened in Chicago, and during its stay in France it has published a newspaper called "The Windy City Echo," Sergt. Maj. Sanford L. Beckwith being the editor. The paper has been full of skits, poetry and news, and it has frequently recounted the charm of the number 13. The final issue of the paper is numbered 13.

The regiment is eager to go home; yet, looking for the last time at the weather-worn barracks and muddy streets of Fleury, where they worked, played, smiled and sighed for so many grinding months, they feel a twinge of sadness. I saw the regiment the first day it arrived in France and the last day it stayed in camp. The home-going of these friends from Chicago makes America seem farther away every day. The thoughts of the men, however, will come back to empty Fleury, France's windy city.

At the top of the hill above the new water filled dugouts is a little cemetery. The tough, calloused hands of the railroad men have already planted spring flowers on the graves of their comrades they are going to leave behind. True to that mysterious charm that followed the regiment, there are thirteen mounds.

The Editor of the Magazine will be in touch with arrangements in connection with the reception of the 13th Engineers and will gladly answer queries as far as possible from friends seeking information.

Some Thriftograms by Abraham Lincoln.

Keep pegging away.

Get ready and the chance will come.

We all like the man who "sticks through thick and thin."

The value of life is to improve one's conditions.

Nothing is so local as not to be of some general benefit.

May the vast future not have to lament that you neglected it.

Shall he who cannot do much be for that reason excused if he does nothing?

What is it that we hold most dear? Our own liberty and prosperity.

Be a patriot! Don't mar the immortal emblem of humanity, the Declaration of Independence.

Every blade of grass is a study; and to produce two where there was but one, is both a profit and a pleasure.

The hired laborer of yesterday labors on his own account today and will hire others to labor for him tomorrow.

Teach economy, that is one of the first and highest virtues. It begins with saving money.

Follow Lincoln's advice—you have the opportunity. All he says here applies to you now. Buy War Savings Stamps and Thrift Stamps.

Some Railroad Engineers in France.

Private Geo. T. Williams and First Lt. Bert E. Tyler, 4th Co., 14th Grand Division.

As the tide of war came over us, and men were daily departing for some training camp in the United States, I too, in March, 1918, decided that I would wear the khaki, so when news came of the 31st Engineers being organized, decided to go to Seattle to enlist, and was followed by many others, and it was but a few days later that we arrived at Fort Leavenworth, Kansas, and commenced our daily drills. Upon arrival at Fort Leavenworth, Kansas, we discarded our civilian uniforms, and donned the khaki the same afternoon. The first few mornings were hard, when we heard the melodious tone of the bugle, not being accustomed to the laces in breeches and leggins but all that were able, were out, and in the majority of cases were on time; also soon learned to be on time, but it was necessary for about 95% of the boys to increase their cadence of dressing in order to get out in the regulation time of ten minutes. After a few days of drill without arms, we were presented with a Springfield Rifle, and then some more of our troubles began; but we finally mastered all those arts satisfactorily, and after a few weeks were moved to Camp Mills, Long Island. We left there after a few days, and boarded a ship for where, we did not know. Went to bed at night and when we awoke the next morning, found ourselves slipping out to sea. The trip was very exciting at times, but most of the time it was rather monotonous, as the sea was quiet, especially the last few days when you would go to bed at night seeing water, and then awake the next morning and see the same. Of course there were several ships with us so we could sit and watch them zigzag around. One afternoon in June we saw land, and when we awoke the next morning found ourselves in port where we disembarked, and went to a rest camp of France. Here we stayed but a few days, when we boarded a train, for somewhere, but no one knew where. After about ten hours' travel we landed out in the country about three miles out of Saumur, and this place is now known as Camp Villebernier, at which place the American boys of the 31st Engineers met their ups and downs.

Arrived here along the latter part of June, where we found nothing but grain fields and potato patches. The 17th Engineers were quartered about one mile away, and had unloaded a little lumber, and had one barrack completed, but that would accommodate but about 100 men; so the others were obliged to sleep in shelter tents. Captain C. G. Jones, was put at the head of construction, immediately all men were put at a new vocation, one at which but few had experience; but in a few days, we had a few that became masters of saws and hammers, and finally we had shelter for all. Was protected overhead, but our hay ticks were laid on the bare ground. Not much danger of anyone falling out of bed in those

early days. As the camp enlarged more potatoes were dug, and a little more grain was cut, and finally we had place for drill grounds, where we could drill during leisure hours, and 90 per cent of the boys like to drill.

After our mess halls, and sleeping barracks were completed, or made so that they would answer the purpose for eating and sleeping; then came forth the big task of commencing the shops. Railway yards were surveyed and laid out, and the spot fixed for building the engine-house and shop. The first move of this was to dig a hole for the pits. Few men were available at this time as several were still employed putting in sewers, bath-houses, digging wells, and other necessary work, all of which was accomplished; and I have heard it often times repeated that Camp Villebernier was as up-to-date and clean a camp as could be found in France, and I feel satisfied that it was as I had the experience of visiting several in my trips over the road which I will relate later.

As the yards were being laid out, the first track to be laid was called the balloon track due to being the shape of a big balloon. Again, while railroad men, most of the boys were not accustomed to this kind of work; but all put forth a hand, mechanics working along with the common laborer. Will mention that we had but few men who were not skilled in some line, and nearly all were railroad workers of some nature. The 17th Engineers put in most of the track work, but again Captain C. G. Jones, who was at the head of Company "D" of which I am a member, was again appointed in charge of construction of the shops. Men were detailed for the different work, some with pick and shovel, some unloading material, and carrying same to place by hand, as we had no horses and wagons, or any other modern conveyance; and others were put to work with saw and hammer. The cement gang was also at work, putting in the foundation for the shops, and putting in the necessary pits. About July 15th 1st Lt. Bert E. Tyler, was appointed Master Mechanic, at this point, and then the installing of the machinery commenced.

The first thing that was required was a place to keep the tools and supplies, and space for an office; so a little shack was built from pieces of lumber picked up as the result of uncrating machinery. As we had but little lumber it was necessary to build a small place, so the dimensions decided upon were 8x10 ft. but with the aid of machinists and boilermakers as carpenters, and our scrap lumber we finally had our store-room, and office completed. The next thing to arrive on the job was a seven-ton Hewett crane for unloading purposes, but was all in pieces. Finally managed to find a few coldchisels, hammers and monkey wrenches, and in a few days the crane was set up and ready for work.

Material came in slowly, but finally we had a track laid to the shops; and were successful in getting a switch engine. A

Belgium type, 0-6-0 No. 3543; one with the tank on each side of the boiler. This was the first of this type I, or any of the other boys had seen. All that can be seen is a cab and two tanks with six drivers under them, and the most conspicuous of all was the smoke stack. An American engineer was put to work running this engine, had after a little practice mastered the art of the steam brake, screw reverse and a few other things one never sees on a locomotive in the U. S. American switchmen were also put to work, so we had one full U. S. A. crew at work on the railroad at Saumur, France.

As our material for construction, and a few supplies for engines arrived we soon found that our little 8 by 10 office and storeroom was getting too small so we got hold of a tent and had it pitched for a storeroom; and finally it was necessary to get another tent, in order to have room for our supplies. And about this time Captain E. H. Smith, who is Superintendent of Motive Power, came along with his stenographer, Gilbert Fawcett, and it was necessary to find more office rooms, so what was at one time used as a mess hall at camp, was torn to pieces, carried about one-fourth mile by soldiers, as caravans, and was rebuilt on this site. All work of rebuilding being done by the mechanics. This building was just a wind break, as you could see through most any place, but at that, it was necessary to cut a few holes for windows, on which were placed wooden drop doors, as there was no glass available for widows. The roof on our new office was an old piece of canvas. Upon moving from the old office, Sergeant Jacob, was put in charge of material and supplies, Gilbert Fawcett, moved into the new office as stenographer; and the writer (Geo. T. Williams) was put in as chief clerk for the master mechanic. As we had a car force organized, Sergeant James H. Hay, was put in as head of the car department, also under the master mechanic, was 1st Lt. Bert E. Tyler. This was along the latter part of August, but machinery was arriving very rapidly, and the shop was well under way.

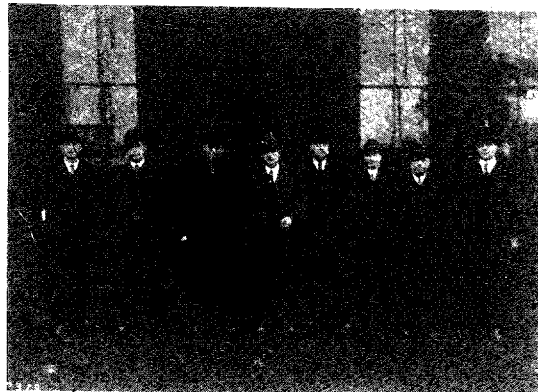
We received our boilers for the boiler room, and foundations were built so same were immediately placed. The big parts were on the job, but there were several small necessities missing; but through substituting other material we finally succeeded in getting some of our machinery connected up. Several of our small pipe fittings, and necessities were hauled about 200 miles by motor truck, as this was the only quick means of transportation for this kind of material. For preparing of material to be used for substituting we had but one two-inch pipe die, and a lathe, and nothing with which to run the lathe; but after much difficulty we succeeded in getting a small two-hat power gasoline engine, which had a water pump connected up to it; so the water pump was disconnected, and the little engine was put to work to run the lathe

after a little difficulty in making a belt of some false fibres which we succeeded in picking up.

The shop was being equipped for electric motors, so most everything was useless without switch-boards, which had been on order for some time; and we had received notice of shipment, as near as we could make out, but after all this experience several were becoming more and more proficient with the French ways of doing business; and also reading the French bills, and above all the Order de Transports, which at first we were of the impression had some words in them, of which even Webster never thought. This contains documental phrases, for a small article, sufficient to cover a whole trainload of material in the states, at least would cover a threshing machine.

At any rate it was decided that there was but one thing to be done, and that was to send a man out to search for the switch-boards, so again Lieutenant Tyler was selected for this job. He left camp one early morning by automobile, and went to St. Pierre des Corps, (which is about forty miles from camp) where he first got trace of the car. With the assistance of several packages of cigarettes, he finally learned that the car had been billed over a different route out of St. Pierre des Corps, so the next move was to go to Potier, where again with the aid of cigarettes, he was able to procure some more records as to the whereabouts of the car. Here he learned that the car had gone over the Etat Railway of France, and the same procedure as heretofore mentioned was necessary, discovering there that the car had gone on to LaRochele. LaRochele was a coast town so the car could not go much further, without turning back, but we found it had gone on to the next seaport town, which is LaPallice, and was unloaded there, contents being taken to De Mett warehouse. Upon arrival at this warehouse the switch boards were found, and loaded on a truck and hauled back to LaRochele, which is a distance of about six miles. We do not measure in miles here but by kilometers, and this is said to be nine kilometers.

(To be Continued)



Asst. Supt. M. P. and District Master Mechanics, Northern District

Safety First

A. W. Smallen, General Chairman



A. F. Duffy, Director Safety Division, U. S. R. R. Administration

A Tribute to Hiram W. Belknap.

A. F. Duffy.

Before the Advisory Committee and Staff Meeting of Regional Supervisors of Safety, Safety Section, United States Railroad Administration, Dec. 4th, 1918.

We are assembled to devise means how best to take up the work as found on the trestle board after the death of our beloved manager, Hiram W. Belknap, and complete the structure of the safety section of the United States railroad administration, which he himself planned, and rear it in all its magnificence and grandeur of outline, a lasting monument to safety.

The untimely death of this faithful servant of every craftsman robbed us of a strong, able guide and leader. His work was effective in the achievement of his high ideals. His utterances on his specialty of safety work were inspiring and clear. He sounded the true note, not merely for ideal safety, but pointed out in practical lines the rules of conduct essential for the preservation of life and safety on railroads.

Imbued from early youth with democratic and fraternal instincts, he became through deserved recognition a leader among his fellow-men, and after years of service in their behalf passed away at the very moment that his biggest life work—the organization of safety work on all government controlled railroads—was to bear fruit.

Some one has said: "When a man dies his worth must be estimated not by what he received but by what he gave; not by what he achieved for himself but by what he achieved for others—for us. If he drew out of life more than he put in, his name must pass into insolvency, only to be discharged

into kindly oblivion. If, on the other hand, his services exceed his honors and rewards, the world is his debtor."

In the words of the Great Master, it is more blessed to give than to receive. What a man gives to mankind is the test of real manhood. We justly judge the merits of our friend as worthy of high praise by reason of his life record in compliance with this test. Belknap was a loving and obedient son, a fond husband, a devoted parent, a true friend, a charitable and wise counselling chief of staff, and he undoubtedly had inward satisfaction and contentment in the knowledge of having aided in advancing the well-being and happiness of others. As Belknap died with the world his debtor, we can help pay the debt by more definitely realizing and assuming the responsibilities placed upon us as his former associates and successors in part of his great undertaking in the safety movement.

His services as an inspector of safety appliances for the interstate commerce commission enabled him to apply his talents, broadened as they were by the altruistic and humanitarian principles which were a part of his nature, to the great task of saving human life and limb, to which this service is dedicated. His sturdy ability and far-seeing grasp of all details of the subject involved were responsible for his selection as chief and director of this great work. And, the wisdom and justice with which he dealt with the intricate and delicate problems which were presented to him for solution, while he filled that position, commanded the respect and confidence alike of both railway employees and railway officials.

With these generous principles actuating his every purpose in life, was it extraordinary that such a man as this should have been selected as manager of the safety section to promote the grand work that filled his soul—the protection of the lives and limbs of his fellow-men? This opportunity came to him with no assurance of future permanency of position with corresponding compensation, but he resigned his permanent position with the interstate commerce commission and entered his new activities filled with the desire to make the work of his craftsmen safer.

We would dedicate some fitting memorial to a man like this. We would make his name stand out in history, if it were possible to engrave it upon imperishable records. However, at all events, it will live on forever in the hearts of those who loved him best.

He was a friend indeed,

With all a friend's best virtues shining bright:
It was no broken reed

You leaned on, when you trusted to his might.

We realize the forcefulness of these words of the poet when we look back upon the life of our departed fellow-man and broader and

recall how often we leaned upon him, and yet always found comfort and support. Who besides him would have condemned our shortcomings, endured the burdens we placed upon his shoulders, defended us in our errors, and moulded our efforts into expressions of refined ideas?

Let us awaken now and take cognizance of our loss! Let us hearken to the spirit of him who would direct the great work whose foundation was laid by his hands. There must be no idle minds among us, for the work is of such moment and great concern to mankind that God Himself looks upon us for its fulfillment. The corner-stone of safety first has been laid. Now, let us devise new plans for the completion of a living, efficient safety committee organization on all the railroads in the United States, which shall stand forever as a blessing and a memorial to the glorious work consecrated to humanitarianism.

He lived and everybody loved him;
He loved and was never alone;
His associates were loved by him;
And God loved him and took him home.

Report of Safety First Meeting Held at Des Moines, Iowa, Tuesday, Feb. 4th, 1911.

At 1:30 P. M. the meeting was called to order by Mr. Lollis, and Mr. Kane read the minutes for the January meeting.

5. Committeeman Myers reported a now power wire at Keystone mine. The matter was taken up with the manager of the Keystone mine and he was given a copy of the state laws regarding this. The lineman has not yet reported whether or not this has been done.

8. Roadmaster Flanagan reported fires knocked out of engines at Madrid when they stopped to take water, causing ties to be burned out. The boiler plates are on the way, but have not yet been received.

13. Committeeman Foxhoven reported that at Albert City, Varina, Lytton and Webb there are no eave troughs above the waiting-room doors, and when ice and snow melt it causes ice right in front of the waiting-room door, as well as icicles which are dangerous for passengers to walk under. This matter is up for correction.

16. Billboard supposed to be on our right of way near Keystone mine. This billboard shuts off a view from highway crossing and makes it dangerous for teams or vehicles passing over this crossing. The matter was taken up with the Stoner-McCray System, who own this billboard, and they replied they would investigate and attend to the matter.

29. Committeeman Myers reported that engine No. 4215, running between Des Moines and Perry, has a leak in the top of the tank, or slops over, causing the back end of the engine to be continually covered with ice. This was taken up with Mr. Kautzky, but has not been corrected. He will investigate the matter.

30. Committeeman Myers reported that at the west end of the southeast yard at Herndon, where a great deal of switching is done, the space between the ends of the ties and the shoulder is not wide enough to permit a man to pass along beside the cars, and should he slip his head would be thrown beneath the cars. Mr. Lollis took this matter up with Mr. Marshall, but has received no reply to his letter.

Mr. Kane gave a very interesting and instructive talk on "Safety First." He spoke of the failure, on the part of the engineer, to blow the whistle for highway crossings and as signals. The small amount of energy required to blow the whistle might, at some time, save a life.

He also told how often times passenger brakemen forgot to close the vestibule doors between stations. For an illustration he gave a story of an intoxicated man wandering out through an open vestibule door onto the platform and taking a sudden notion to get off the train. A roadmaster very fortunately happened to be near, and held the man, preventing an accident.

34. Mr. Cressinger reported that he took one

of the posters showing the small crippled boy, entitled "He is just as lonesome as he looks," to Boone, Iowa, and gave it to the agent, and it struck his heart. He hung it up and notified one of the officers to come to the station that night and watch the boys. The officer caught one of the boys and was going to put him in jail, and since then there has been no trouble there. However, the crews are having trouble with the boys at Zook Spur, getting on the train and riding to the switch. A copy of this poster was sent to Zook Spur to be put up by the section foreman.

35. Mr. Myers reported that the sidewalk at High Bridge had loose boards and some one was liable to trip. This has been done, date January 29th.

Mr. Myers brought out that all of the trainmen on the safety first committee worked on the south end of the road and they had no way to get in touch with these men. It was decided that in appointing the new committeemen, a brakeman and a fireman be appointed from the north end.

34. Mr. Myers reported that they were having trouble with the boys climbing on the trains for a ride at High Bridge, also. Mr. Lollis will write to Officer Hess regarding this.

36. Mr. McLucas reported that in order to get the stock to Madrid on Monday nights, it is either necessary for them to run out of Des Moines light enough to take the stock, or else to leave the train at Granger and take the stock on to Madrid, and then back up after the train. He does not think it is safe to back up at night. Mr. Lollis stated that there would be no danger if they went slowly enough, and that it would not be done only in case of absolute necessity.

37. Mr. Kelsey reported that on his train it was necessary for him to enter the car containing inflammable material with a lantern at night, which, according to the way he understood the rules from the bureau of explosives, should not be done. This seems to be a misunderstanding of the rules, as Mr. Cooke explained that fresh air entering the car, if only for a second, would eliminate the danger.

J. R. Cooke, inspector, bureau of explosives, was a visitor at our meeting and favored us with a splendid talk.

Meeting adjourned until the first Tuesday in March.

Minutes of the Safety First Meeting Held at Davenport, Feb. 22d, 1919.

The Davenport safety first sub-committee held its regular monthly meeting at the freight house, Saturday afternoon, February 22d, with an attendance of fifty-four. The meeting was opened at 4:30 o'clock by J. C. Lang, presiding in the absence of O. H. Wilson. The following members were present:

J. C. Lang.	John Linehan.
J. T. Clark.	Herman Stephens.
W. E. Frank.	John Gould.
R. C. Carlson.	John Hess.
William Glorfield.	M. Gwihewschy.
J. F. Baker.	C. N. Bogue.
M. E. Robertson.	Nelson Bass.
J. J. Flanagan.	George R. Alden.
G. F. Moorman.	Peter Curley.
J. U. Taylor.	J. Driscoll.
M. Hasselmann.	W. Glaspell.
G. M. Britt.	George Adamson.
A. E. McGovern.	J. E. Husted.
H. J. Lafrenz.	H. Wulf.
W. R. Parkin.	Hy. Ronnebeck.
E. Quinn.	Lafe Martin.
J. Reedy.	Fred Kaseh.
George H. Hull.	Arthur Coleman.
J. J. Wright.	J. Bettendorf.
L. E. Asplund.	S. A. Gault.
H. F. Hanson.	Claus Feldt.
P. L. Hinrichs.	T. P. Fagan.
C. F. Engleking.	Fred Dillig.
J. C. Merrill.	O. Weingarner.
J. R. Lamb.	L. E. Layton.
L. P. Ozias.	P. L. LaBarr.
Hans Wulf.	Robert Dillig.
John Pierce.	Charles Anthony.

With reference to placing "D" rail at C. R. I. & P. transfer to keep the Rock Island from pushing our cars onto connection, L. T. Johnson, superintendent, Savannah, advises that "D" rail has been placed on Rock Island transfer.

The matter of removing nails from cars at freight house was again discussed, and Jesse

Lamb, freight house foreman, says this is now being taken care of.

Reference to non-receipt of wooden skids for freight house: J. C. Lang advises that he has been notified that these will be received in a day or two.

Mr. Lamb's report on the fifty-foot space in freight house requiring attention was referred to Mr. Johnson, superintendent, who advised that the floor will be repaired this coming spring.

Mr. W. E. Frank, chief clerk in the office, held a fire drill on the afternoon of February 15th, instructing all in the proper use of fire extinguishers. Jesse Lamb, freight house foreman, also gave a report on the drill held in the freight house some time the past month.

The matter of improper clearance to tracks along Front street, between Western avenue and Perry street, was a subject of discussion that will be taken up fully with the proper departments before the next meeting.

James Taylor, switchman, reports crossing at Government bridge, owned by the street car company, torn up without proper guard, the flagman on duty not being able to even speak English. It was decided to take up with the street car company to establish a capable person to flag such crossings in future.

Report was again made of engines No. 66 and No. 67, shaking burning cinders onto ties, and will be taken up for immediate discontinuance.

J. J. Flanigan, yardmaster, still reports the finding of numerous boards containing nails in them, strewn around the yards. Section foreman was advised of the fact and has given assurance of his prompt attention.

Another coal pile too close to tracks at the Daenger plant near waterworks was reported, same to be taken up with them at the earliest possible time.

James Taylor also reports the finding of grain boards containing nails, at the Western Flour Mill Company. These are dangerous to train crews and also pedestrians, and will be taken up immediately with them by Mr. Lang.

Jesse Merrill, section foreman, brought up the matter of the bad condition of Armour's side-track, very dangerous to switchmen. It was reported that when they build, a new track will be put out on the street.

Freight House Foreman Lamb says that enough time is not given to clear house, when doors of freight house and doors of cars both close at 4:30. Says that doors should be closed at least thirty minutes before cars are closed. Will be taken up with C. B. Rodgers, general manager D. R. I. & N. W., and L. T. Johnston, superintendent, to either allow the men overtime or permit them to close the freight house doors thirty minutes earlier.

George Hull, cashier in the office, reports door of vault in bad condition and suggests it being repaired before serious damage results. Matter will be referred to proper department.

There being no further business, the meeting adjourned at 5:15 P. M.

Milwaukee Terminal Safety First Meeting February 26, 1919.

Those present were:

C. A. Bush, assistant superintendent terminals.
N. A. Meyer, trainmaster.
W. G. Breckenridge, general yardmaster.
Ben O'Hara, district adjuster.
H. H. Eggert, chief carpenter.
E. E. Ross, agent.
W. Joost, district master mechanic.
J. Garrity, roadmaster.
A. B. Mitchell, traveling engineer.
W. H. Armstrong, assistant roadmaster.
H. McMurtrie, yardmaster.
J. J. O'Malley, switchman.
F. E. Butz, freight house man.
B. G. Meixner, clerk.
A. M. Loye, operator.
Otto Czamanski, carpenter.
A. G. Wilson, signal man.
H. K. Krohn, track man.

Mr. Brown reported that the Chain Belt Co. allows castings to be piled very close to the track at the Men. Val. Belt plant. (Referred to Chain Belt Co. for correction.)

Agent Ross reported that the pole at Cherry Street crossing had not been removed. (Again taken up with the T. M. E. R. & L. Co. for correction.)

Mr. Bush reported that section men were leaving ice and snow piled in front of switches after cleaning out the switches. (Roadmasters instructed to have their foremen see that ice and snow are removed to proper distance from switch.)

Mr. Brown reported that telegraph pole had been broken off by C. & N. W. crew at Prest-O-Lite track; the wires being so low as to not clear a man on top of car. (Taken up with Superintendent of Telegraph A. E. Patterson.)

Mr. O'Malley suggested that injectors of yard engines be transferred from right hand to left hand side of engines. (Referred to Locomotive Department for their recommendation.)

He also suggested the placing of a semaphore to protect movements on main line between Chain Belt and N. W. Barrel Co., Muskegon yard district. (Referred to Signal Department for their recommendation.)

Switchman Gordon requested that some action be taken regarding dimming the high powered lights on engines moving through the yards. (Referred to Legal Department for an opinion.)

Suggestions brought up since the last meeting: Planking at Walnut Street crossing, foot of Island Avenue, dangerous to horses. (Taken up with Mr. Eggert for correction.)

Reported wire hanging underneath Sixth Street viaduct too low for clearance. (Taken care of by E. A. Patterson.)

Wall at Commerce Street between Holton and Racine Streets reported in poor condition by Superintendent Van Vliet. (Referred to H. Eggert for attention.)

Superintendent Van Vliet also reported people walking on right-of-way between Grand Avenue and North Milwaukee. (Referred to P. H. Casey.)

Adjuster Wien reported crossing at 32nd and Cherry Streets damaged. (Taken up with H. Eggert for correction.)

Mr. O'Malley reported transfer track Fowler Street yard, not connected with electric bell Chain Marbel Works. (Referred to I. F. Gillan for correction.)

Reported tell tails east of 25th Street viaduct at Gas Company in bad condition. (Taken up with H. Eggert for correction.)

Mr. Campbell reported frogs between tracks at Nordbert Mfg. Co. are left by switch crew after re-railing cars. (Referred to Mr. Meyer for correction.)

Mr. Butz reported holes in paving next to rails Cherry Street crossing. Wagon wheels hit these holes and if the driver is not on his guard it will throw him off seat. (Taken up with Mr. Eggert for correction.)

Poor condition of chain on House No. 1 platform derrick. (Taken care of by Mr. Eggert.)

Mr. Butz reported the sieves on man-hole at south end of scoot track, Cherry yard, is loose and tips over easily. A horse or wheel passing is dangerous. Sides fastened to prevent accident. (Referred to Mr. Eggert for correction.)

Mr. Butz reported stovepipe above road on Chestnut Street crossing gateman's house rusted through; replaced to prevent fire. (Referred to Mr. Eggert for attention.)

Report of bad condition of roadway on south side between tunnel and stairway. (Referred to Mr. Garrity for correction.)

General Superintendent Bradshaw reported wires on crossing walk of viaduct leading to Milwaukee Shops need repairs. (Corrected by J. J. Crowley.)

Mr. McAuliffe reported tank leaking on engine 7611: water freezing on foot. (Taken up with Mr. Joost for correction.)

Mr. Wiens reported the platform at Allis Station needs repairs. (Taken up with Mr. Eggert for attention.)

Mr. Linehan reported that blue lights were not used properly. (Taken up with Mr. Meyer for correction.)

Mr. Duford reported wood being piled on engine pilot. (Taken up with Mr. Joost for correction.)

Suggestions brought up at the meeting: Committeeman Bush suggested that a ditch be placed to dog track, Chestnut District, so as to furnish drainage facilities; also that ditching be done west of Merrill Park and in North Milwaukee District. (Taken up with Roadmasters Garrity and Armstrong.)

He also reported that the Western Union Telegraph Company were allowing their piles too close to track in the Chestnut Street District. (Taken up with Mr. Patterson for correction.)

Mr. Bush also stated that the Standard Crucible Company was allowing frames to lie too close to track at their plant. (Taken up with the Standard Crucible Company for correction.)

Report was made that a large number of Harley-Davidson Motor Company employees were trespassing along the main line between their plant and Thirty-fifth street, especially around 4 to 4:30 P. M. (Referred to District Inspector Casey.)

Committeeman Meyer reported that section men were leaving piles of dirt near the track after repairs were completed. This was especially true in the Muskego yard district. (Roadmaster instructed to notify their foreman to level off the piles or see that same are properly removed.)

He also reported the gate at the Barnett Woollen Mills being too close to track. (Taken up with the Barnett company.)

Mr. Breckenridge reported the ends of ties sticking up and breaking off, due evidently to the frozen condition of the ground. (Referred to roadmaster for attention.)

He reported that a large number of knuckles were lying between tracks, evidently left over by car men. (Taken up with general car foreman.)

Mr. McMurtrie reported some rails lying between 2 and 3 tracks in Canal district, making it dangerous for engineers who work between these tracks. (Roadmaster instructed to have same removed.)

He also reported that stakes holding sand pile at Grant Marble Company are broken off and are liable to catch footboard of engine. (Taken up with Grant Marble Company.)

He also reported that the Grant Marble Company dumps rubbish in the ditch, blocking water. (Taken up with Grant Marble Company.)

Report was made there was an open space in the planking of bridge on the Canal lead. (Referred to Mr. Eggert.)

He recommended that the car inspector's signal blue flag or blue light be placed on the end of the track in which they were working, instead of on the end of cars, especially when it was a long track where switching service was performed. (Referred to the general superintendent.)

He reported considerable rubbish in the coal in the Adams yard. (Roadmaster notified to have the yard cleaned up.)

Mr. Joost reported that the gates at Thirteenth street crossing were not lowered for P. D. C. No. 4 at 9:30 A. M. February 26th. It was necessary for the engineer to put on brakes in order to avoid striking an automobile. (Roadmaster Garritty was instructed to investigate as to why gates were not lowered.)

Mr. O'Malley reported the platform at Stratton-Ladish Company too close to track. (Taken up with the Stratton company.)

Also that the Wrought Washer Company were piling material too close to track. (Referred to the Wrought Washer Company.)

Also that material was piled too close to track at the Hercules Steel Company. (Referred to the Hercules Steel Company.)

Report was also made that material was piled too close to track at Ellis Lumber Company. (Referred to Ellis Lumber Company.)

He reported that engine 2406, working in the stock yards, had step on both sides of tank extending out 6 inches, which was liable to catch a man getting off the engine. (Taken up with Mr. Joost.)

Mr. McMurtrie reported the planking at the bridge at Adams yard to be in bad condition. (Taken up with Mr. Eggert.)

Mr. O'Malley reported that the drinking water cans now carried on engines were in unsanitary condition and dangerous to the health of employees. He suggested that same be replaced with coolers. (Taken up with the general superintendent.)

He also called attention to connecting transfer track to the signal wiring at the Grant Marble Company, so as to give warning to teams crossing at that point. (Taken up with Mr. Wilson of the signal department, who stated that same was due to cars constantly standing on the circuit and bell was ringing almost continually, and it was deemed advisable to disconnect the track.)

Committeeman Butz reported that the window sash and lights were broken at Chestnut street house, causing danger account of fire. (Taken up with Mr. Eggert for correction.)

Mr. Loye suggested that something be done to handling trains against the current of traffic between the cut-off and North avenue. (Referred to Mr. Meyer for attention.)

He also reported that a large number of school children were trespassing in Grand avenue district. (Referred to District Inspector Casey for attention.)

Mr. Wilson called attention to the fact that engineers were not stopping behind dwarf signal at Sixth street. (Bulletin instructions will again be issued calling attention to the standard rules covering this matter.)

He also reported that the No. 7 ran signals between the cut-off and depot on February 25th. (Taken up with the engineer of No. 7 for explanation; also recommended that signal tests be made.)

Committeeman Krohn reported that there is a wall south of signal shed which leans out, not having proper clearance. (Taken up with signal department.)

Mr. Meyer reported a number of cars of steel borings passing through the terminals which were not properly trimmed. (He was instructed to report car number and other information regarding cars which he found improperly loaded in the future, so the matter can be taken up with the shippers.)

He also stated that the International Harvester Company were improperly loading cars, allowing same to extend over ends of car. Also iron piled too close to track for proper clearance. (Taken up with the harvester company.)

Mr. O'Hara reported that the boards in the foot path at Fifth street, just where the city walk ends, have been removed, making it dangerous for pedestrians. (Mr. Eggert reported that same was taken care of on the 6th.)

A letter was received from Adjuster Wiene regarding the placing of lanterns on the Hump tracks. (Bulletin instructions were issued several years ago regarding the proper handling of lights in the Hump yard. These instructions will again be issued.)

Report was also made that employees of the shops were using the crossing instead of the viaduct. (Matter has been referred to Superintendent of Motive Power Brennan, and he has again bulletined instructions to shop employees to use the viaduct.)

A letter received from Engineer Penfield regarding the advisability of use of high target switch stands with main line turn-outs. (This matter was thoroughly discussed and committee agreed that high target stands having 5 ft. 2 in. rod be used on main line turn-outs. The high stand, however, should be discontinued in switching yards. The suggestion was made that they be replaced with No. 3 Whittemore switch stands.)

Mr. Bush reported that there was an iron signal post at Grand avenue which was located in direct line with high target stand. (Referred to signal department for attention.)

Things for Train and Enginemen to Remember.

In a little pamphlet, entitled "Eye-Openers for Men in Train and Engine Service," compiled by Mr. J. W. James, chairman of the Board of Examiners of the Virginian Railroad, the following reminders are put in compact space for those in the service above mentioned that they may keep them at hand for study and proper use thereof. They are so directly to the point that the Magazine has been asked by Assistant General Manager M. Nicholson to reproduce them for similar guidance and study by Milwaukee train and engine employees:

One is not always born with good judgment; generally it is the result of experience, careful observation, investigation, thought, and discussion with others.

While on this subject we desire to congratulate our employees on their showing already made before the Board of Examiners on the new operating rules which become effective about December 1st, but we cannot lay too much stress upon the importance of the men going to their superior officers if they are not thoroughly satisfied, in their own minds, that they fully understand the rules, as, in spite of the explicit rules and regulations, some railroads still have to contend with such things as:

The failure of engineers to respect fixed signals, fuses, and torpedoes;

Running too fast through yards;

Approaching obscured stations at unsafe speed;

The practice of following a train too closely while rounding obscured curves

and approaching stations too rapidly;
Failing to flag promptly and disregard-
ing clearances prescribed by the rules.

Always remember that in issuing instructions and arranging work, the chief dispatcher must depend upon the information you give him. It is a fact that some withhold information which should be given to the dispatcher for the reason that they believe a full account of the situation would cause extra work to be placed on them. The chief dispatcher will thank you for any suggestions looking toward the better movement of trains, and would often adopt your suggestions if you would reveal them to him. Dispatching of trains is a matter which must be based on the information obtained from you. If you don't think you will be ready for twenty minutes, tell him twenty minutes, not five or ten minutes; a crew waiting at some other station for instructions blames the dispatcher for the delay, and if you will tell him when you will be ready, and be ready at that time, much trouble and confusion will be eliminated. Fixing meeting points between local and switching trains cannot be otherwise than speculative. Estimate as closely as possible when you expect to be ready to leave the station so that the dispatcher can get the opposing train before it gets beyond his reach, and more often your train will be advanced.

If you don't want to be blamed for dim, poorly written and improperly made out orders delivered to you by operators, decline to accept them, and operators will discontinue offering them.

Put your lights up too early rather than too late. Light your lamps and put them in place when you stop to take water, even if it is an hour before sunset. Try to keep fixed signal lights burning brightly. When found smoking or not burning at all, if possible, adjust them yourself; if not, call the attention of some employe to same.

When a new, or "green," man is added to your crew, question him as to his experience and explain to him how the work should be done. Ask him any questions you think necessary to enable you to determine how far you can depend upon him, and bear in mind that matters, now plain to you, must be explained to a younger man.

Be particular to carry sufficient torpedoes and fuses as required by rule, placing them in the proper receptacles and if not used within reasonable time exchange them. Keep torpedoes attached to each red lantern, including the lanterns on engines. If you have never lighted a fuse, do so at once; do not wait until an emergency arises and then discover that you do not know how.

Enginemen, when possible, avoid stopping on sharp, obscured curves, or at a point where a train following you cannot see plainly the rear car of your train for a reasonable distance. If you must stop, you, at least, can, in many cases, move your train forward to a safer place before calling in your flagman. When your train must be backed at a station where there is an obscure public crossing, send a man to such crossing to warn the public, as this is a movement unexpected by the public and requires extra care, and the moment a train clears a crossing, teams, automobiles, and pedestrians immediately occupy it.

Firing should be regulated that there will be no dense smoke approaching stations, also descending grades.

In following trains keep a safe distance from the train ahead, as it is dangerous to close up until the trains are only a few car lengths apart; a hose may burst on the train ahead and your train may not have sufficient braking power to stop in time. The following train should not only approach the initial switch at stations carefully, but should reduce speed on all obscured curves between stations. Keep sufficient distance back of the leading train between stations and then catch up after the train ahead has stopped to open a switch or take water. Should a train stop on straight track between stations, flagman must go back and give protection as prescribed by rule. This should be done in all cases, even though the train ahead can be seen for several miles.

Proper spacing of trains in automatic block territory will avoid many unnecessary stops.

KNOWLEDGE IS THE BEST EQUIPMENT

Do you call upon your superior officer for information concerning rules which you do not thoroughly understand?

Do you constantly keep your mind on train orders and superior trains?

Do you call fixed signals at they come into view?

Do you avoid unnecessary conversation with other employes or passengers, or distract your thoughts in any manner that you may some day overlook a superior train?

Do you, Conductors and Enginemen, show your train orders and clearance cards to your brakeman, flagman and fireman?

Do you, Brakeman, Flagman and Fireman, read all orders and check clearance cards to see if all the orders they call for have been handed to you? If orders are not shown to you, or any are missing, are you calling for them?

Do you take notice of the marker lamps from time to time to see that they are burning brightly?

Are you, Enginemen, Firemen, and Front Brakeman, carefully watching the classification lamps and flags on engines, inspecting from the front of engine when you stop to take water, to see that they are all right?

Conductors, Brakemen and Firemen should you be on an engine, and have reason to believe that your engine is approaching a switch where you must take siding for opposing train, at a speed that creates doubt whether or not you will be able to stop in time, what action would you take to insure against not passing such switch?

Do you, Operators, send all your orders and clearance cards to your superior officer?

Do you depend upon boys or other irresponsible persons to close switches for you, or do you do it yourself?

Do you permit switches to be left open for some following train without an employe of such train being at the switch to take charge of it?

When you find a switch unlocked, do you lock it and report the fact?

Do you keep well away from the switch while it is being used and see that it is locked and points in the proper position after being used? Are you watching to see that your brakeman and flagman comply with the rules regarding this?

When directed to display signals, are you seeing that they are put up before you give the starting signal?

Are you a conductor in the full sense of the word: do you assume full responsibility for the proper government and protection of your train at all times and under all circumstances? When an employe on your train neglects his duty or violates the rules, do you appreciate that you owe it to the Company, to the public, and to yourself to remedy the matter at once, and if unable to do so, to promptly report such employe to your superior officer?

Do you, Enginemen, whistle correctly when the engine is nearing the whistle posts?

Do you stop at railroad crossings at grades, which are not protected by interlocking switches, as required by rule and law?

Are you running at a speed known to be unsafe and which is forbidden?

Are you reporting by wire all signals which are not working properly?

When following a train scheduled to stop for passengers are you reducing speed, and are both yourself and your fireman keeping a sharp lookout while approaching such places?

When, on account of a curve or other obstruction, you are unable to plainly see a public crossing, are you requiring your fireman to look out on his side?

When you are on a train being helped and the order indicates that the superior train will get its copy at the meeting point, do you take into consideration where this opposing train may stop?

When on an inferior train, are you pulling in at the nearest end of the siding used by trains in the direction in which you are going, or are you taking a chance and going to some other switch in violation of the rules, and which is a very dangerous practice?

Operators, are you making a written transfer of all outstanding orders when you are relieved, and do you see to it that the relieving operator checks and signs such transfer before you leave the office?

Are you delivering helping orders and clearance cards without stopping trains unnecessarily?

Enginemen and Trainmen, are you availing yourself of every opportunity of a thorough inspection of trains at stations and meeting points? Are the rules strictly complied with with regard to the testing of air?

Show a man his shortcomings by quietly pointing them out to him.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

The general committee on claim prevention submits the following loss and damage statistics for January:

	1918.	1919.
Freight revenue	\$5,050,531	\$8,045,272
Loss and damage.....	97,650	283,628
Ratio of loss and damage to revenue.....	.0193	.0327

During February there were 15,061 claims for loss and damage received in this office, the face value of which was \$609,765.91. Of these claims 595 were for loss and damage to live stock, the amount claimed on live stock alone being \$191,070.99. This reflects the conditions that prevailed during the preceding two months, especially the congestion and delays at the large terminals adjacent to our livestock markets. There was a slight reduction in the number of claims received for miscellaneous loss and damage, the face value of claims of this nature being about \$65,000 less than the same class of claims received during January, but in view of the extraordinarily favorable conditions that have prevailed during the past three months, it is difficult to understand why there should be from 10,000 to 11,000 claims received on miscellaneous freight, and the loss and damage committee feels that more attention must be paid to this matter by our supervising officers and all others concerned in the handling of freight.

Before our next bulletin is issued the season will have arrived when perishable freight will probably require refrigeration rather than artificial heat. We are generally caught unprepared for the first spell of warm weather, and every agent accepting perishable freight for transportation prior to the regular arrangement refrigerator car schedule becoming effective should make suitable arrangements with the train dispatcher for protecting such freight against overheating.

This is also the season of the year when we must watch closely our refrigerator equipment and see that all drip pipes are opened and the plugs removed from them before the car is given its first icing of the season. Last spring we had any number of cases of flooded refrigerator cars due to carelessness in failure to remove these plugs before icing the cars.

Our postal card suggestions received this month indicate that too many of our agents are accepting freight improperly boxed or crated and improperly marked. The loss and damage committee from actual observation feels certain that this very point is responsible in a large measure for so many claims that are frequently charged to rough handling in transit. Instances reported in-

clude stock food and hog powders in flimsy sacks, canned goods and soap in boxes that will not hold together while being loaded, heavy groceries in paper cartons too light to withstand ordinary handling, household goods with not a sign of packing or wrapping on them, and all sorts of shipments marked with homemade tags that are entirely insufficient. A number of cases have been reported this month of agents refusing to accept shipments of this kind until the consignor put the shipment in shape to travel safely. If this same spirit of claim prevention could be instilled into every agent on this system, I am sure our loss and damage account would not run into any such disgraceful figures as are disclosed in the first paragraph of this letter. If any of our agents are having any difficulty with shippers along these lines and need assistance in bringing about better conditions, if they will notify this bureau we will arrange to have a representative from our claim prevention department call on such shippers and relieve the agent of any embarrassment in this connection. This applies mainly, of course, to the larger shippers.

Within the next ninety days the bulk of the egg shipments for this season will move, and the claim prevention bureau especially desires to move this season's egg crop with the least possible loss and damage. At all points where carload shipments are made, if you are not supplied with placards for these cars, wire this office and we will have a supply sent to you, and at all consolidating platforms every consolidated load should be placarded. The careful handling of carloads of eggs through our terminals and on road hauls is most necessary and the prevention bureau requests all division officers to agitate the careful handling of eggs with train and switch crews.

The divisional economy and efficiency committees are especially invited to give our loss and damage situation their careful consideration. We feel that through these committees great good can be accomplished, and we solicit suggestions and recommendations from these divisional committees that have been recently organized.

SUGGESTION FROM A LOCAL AGENT.

One of our local agents has adopted the policy of holding up shipments tendered for transportation which are either improperly marked or not properly boxed, crated or otherwise prepared for shipment, and immediately drops shipper a note calling his attention to the matter. A sample letter of this kind is reproduced below.

It is suggested that all agents adopt this plan and thereby prevent any freight going

forward until it is properly marked and properly prepared for shipment.

"Rock Valley, Feb. 20th, 1919.

"Mr. T. E. McMurray, City.

"Dear Mr. McMurray: The express and railroad companies are justly trying to inaugurate improvements in service which will eliminate errors, loss and damage to shipments. For the month of January the loss to the Milwaukee Railroad alone was \$283,000. May we not have your co-operation? This is one instance where you could help to prevent shipments going wrong by fully and properly describing shipments you made yesterday. For instance, the cookie cans you billed: 3 empty cans, should be 3 crates (6) empty cookie cans returned; 6 empty cans, should be 6 crates (12) empty cookie cans returned; 1 hardware, should be 1 box hardware; 2 sleds, should be 2 bdl's. (4) sleds, etc.

"You can readily see that train crews looking for 'empty cans' might not know whether they were cookie cans, milk cans or oil cans.

"The hardware might be in a barrel, crate or box. If you don't show the count on sleds, some one might detach a sled and your receipt would not prove whether you shipped two, three or four sleds.

"Thanking you for proper care in billing and marking, removing all old marks and using fresh tags, etc., I am

"Very truly,

"C. W. JACOBS, Agent."

OBITUARY.

R. & S. W. Division Trainmaster C. E. Corcoran was killed in a serious derailment near Rockford on February 25th. The funeral was held at the family residence, 711 Harrison avenue, Beloit, Wis., at 10:30 A. M. February 28th, the Rev. F. J. Turner of the First Methodist Church, Beloit, officiating. Following the services at the home the remains were conveyed by special train from Beloit to Shannon, Ill., where interment was made in the Shannon cemetery. The services at the grave being conducted by the Masonic order from Beloit.

The high esteem in which Mr. Corcoran was held among his friends and business associates was evidenced by the number who attended the services and accompanied the funeral party to Shannon, as well as by the many beautiful floral tributes. Many of the officials and employees from this division and from Milwaukee and Chicago were in attendance. A large number of the boys from the South Line came to Beloit by special train, where they joined the funeral party for Shannon.

Below is a card of thanks which Mrs. Corcoran wishes inserted in the magazine:

"We desire to express our deep gratitude to the officials and employees who extended to us so much sympathy and so many kindnesses at the time of the death of Mr. Corcoran, and for the many beautiful floral offerings sent to us.

"MRS. C. E. CORCORAN AND FAMILY."

Milwaukee Shop Items.

H. W. Griggs.

The assistant superintendent of motive power staff meeting at Superintendent of Motive Power Brennan's office was held February 25th, and in climbing the viaduct stairs close around 6 P. M. Mr. Brennan showed the boys that he, himself, was some pedestrian.

Asst. S. M. P. Chief Clerk J. R. McCormack was up against the lines at Green Bay, Janesville, Madison, etc., around February 26 to 28th.

Statistician Thompson was around the plant on February 27th.

Clerk Ruben Rostock was off a week with an operation on one of his right-hand fingers.

Mr. Brennan was over the southern district the week of March 2d.

Shop Superintendent A. N. Lucas has moved into his new office on the first floor, northeast room, main shop office.

"Happy Vergutz" is what they call Harry nowadays, on account of the German silver voiced harmony that radiates from the chemical department.

Our old-time friend, Ed. Kelley, engineer on the Prairie Du Chien Division for years and one of the veterans, died March 4th, funeral services being held at the residence on upper Clybourn street. Mr. Kelley was on the Waukesha "Scoot" for a long time, and formerly ran out of Madison. One by one the boys are going.

Boiler Inspector E. W. Young had a meeting of the inspectors here February 19th.

Chief Chemist George Prentiss has been off sick for the last two weeks. We hope you will soon be with us again, George.

The following lady stenographers from the S. M. P. office made the trip to Minneapolis the latter part of February: Misses Helen Pilot, Mae McMahon, Mamla Volkel and Eleanor Collins. Miss Peuser of Mr. Jensen's office also went, but not in our bunch.

Master Car Builder L. K. Sillcox has had constructed a large, artistic motto board with the road's monogram and other scenes placed in the large office lobby. John Baumgartner did the fancy brush work and on the center inset. The six-foot panel is under glass and frame, and adds greatly to the office equipment. A photo will be sent to the magazine.

A mantle of regular holiday snow, March 5th, eight inches deep, covers the whole country around here, including the split switches.

Our son, Ray L. Griggs, has started with the other rated men to France to bring the troops back. Over a thousand have gone from the Great Lakes station for transport duty for a while.

Our new white ambulance with the Red Cross insignia is making some trips around the plant. Now kept at the dispensary, near Zimmerman's mill, instead of north of the tracks.

F. J. O'Connor, general storekeeper, has been elected president of the building and loan society, where he was secretary for a long time.

The shop men are complaining that there are not half enough magazines received. Such seems to be the case.

One of the dynamo sections burned out in the power house at 11:40 on the 13th, putting some of the lights out of commission for a time. Soon in order again, and damage slight.

Five days a week for the locomotive shops beginning March 15th. Lots of time for gardening even without the so-called daylight saving scheme. The car shops reduced the force instead of days.

Effective March 16th, F. S. Rodger again has his headquarters at Milwaukee.

The new phone directory for the shops contains 134 names. The abridged classified directory has 80-odd.

Draftsman Horton's brother with the A. E. F. in France has sent home another big bunch of very interesting photographs of the war doings, showing many new phases of the horrible conflict.

A moving sidewalk or stairs is the latest suggestion to help out up the viaduct stair climb for the rush hours. The southsiders have it more on the level through the tunnel under the track.

John McCarthy, shearman in the north blacksmith shop, died February 26th of pneumonia after only five days' illness. Mr. McCarthy was one of the veterans and a faithful worker for the Milwaukee road for many years. He has a son in France who is expected home about June, but the "home fires" will not be burning for him this time.

At Home



Donald Wm. Lavell, Son of Iowa (West) Division
Conductor Wm. Lavell

The Younger Set.

The spring materials for the coats and dresses of the youngsters are quite like those of the grown-ups. For wash dresses, English prints, which launder so well and come in such attractive patterns, will be popular. For the heavier dress, linen crash in all the lovely shades is most serviceable and nice looking. For the dress-up dress, voile and organdie in white and pastel coloring will be very smart and can always be made up charmingly. Dotted swiss will be used a great deal for afternoon wear; and gingham, as always, will be the stand-by, although with the present dyes these should be bought very carefully. The lines of an old blue linen dress are very simple, but the girdle is something new. The sash passes under four little tabs that button on to the front of the skirt and finishes in the back with ends and a bow. Hats for the older girl of 12 or 14 are made of pleated taffeta to match the street dress, and for the younger girl are made of the same material as the dress in a poke-shaped hat, which is always becoming and charming. One particularly nice looking one is made of blue and white striped handkerchief linen. These can easily be made at home with the aid of a buckram shape, which can be bought at any shop.

For Grown-Up Sister.

A satin evening dress of simple lines requires but four and one-half yards of material. The skirt is plain and slightly gathered at the waist line, and at the bottom has a cuff of the material instead of a hem. The waist is made with kimono sleeves, which come to the wrists. The neck is in a deep "V" front and back, edged with a cuff of the material and a straight vestee of silver or gold lace. Nothing could be more simple or more smart. The girdle is a narrow velvet ribbon of a contrasting color, tied at the side in a loose knot.

A blue linen dress has an unusual collar and vest. The collar is square, edged with a picot frill of handkerchief linen and the vest fastened down the middle with three scollops

edged with the picot frill. The cuffs are also finished in the same way.

Taking Care of Your Clothes.

The secret of a well groomed woman is the well kept look to her clothes. One nice garment well taken care of outlasts three thrown around, and these days when the accessories are so expensive and so necessary, it is economy to preserve their youth. Gloves should be pulled straight and laid away in a box long enough to permit their being flat. Veils should be straightened gently, smoothed and wrapped around a piece of cardboard covered with a piece of silk. Shoes should be dusted before putting them away and never allowed to stand without shoe trees; and this is such an inexpensive economy, as shoe trees can be bought for as little as 10 cents a pair. Stockings should be watched, and the least pull in the thread caught, as a stitch in time in a silk stocking is worth nine pairs. Hats should be brushed and put away carefully with the quills of feathers protected. Never allow clothes to become back numbers. Keep in touch with the fashions, and by the aid of a new pair of sleeves or a new collar, make your last year's dress look like a this year's creation.

Our Peace Gardens.

We have had two years of war gardens, and now I hope the bug has bitten so deep that the little back-lot garden patch will bloom as fruitfully this year, in a peace garden, as ever it did when we toiled with spade and hoe to win the war. The official figures show that the war gardens of the country produced over half a billion dollars' worth of garden "sass," but the official figures take no note and give no hint of the evening hours of healthful outdoor toil and the unspeakable joy of fresh things from the garden on the home table every day, and the fruit cellar full of delicious canned things for the winter months. Who that has had green peas, picked with morning dew, shelled and in the dinner pot before they are five hours off the vine, will ever look with favor again on the market variety; and who that has proudly exhibited his fine, meaty, luscious early tomato, ripe and red and juicy, will think with complaisance of the store article, tasteless and flabby, and picked before it was ripe?

With the extra daylight hour at the end of the day there again arises all the delightful possibilities of the vegetable patch, and we may also indulge in a few flowers this year without accusing ourselves of slackness.

April 1st is reasonably early in northern climes for planting out of doors; indeed, it is better to wait a couple of weeks until the ground becomes warmer, when the early peas may go in, because peas will stand considerable cool weather and are not bitten by the late frosts. Leaf lettuce, also, is hardy, as

well as the ubiquitous radish, and these, together with turnips, beets, parsnips, spinach, chard, etc., may go into the ground at any time after the 15th of April.

If you have a sunny kitchen window you may plant your head lettuce and tomato seeds and watch the tiny plants as they peep out, develop and flourish in their warm, moist, sunny bed, and then when the lettuce puts forth two leaves of sturdy growth, the little plants may be set in the open about May 1st, and soon you will have a beautiful, round, green head with delicious butterball center. The tiny tomato plants may be transplanted to old tin cans filled with rich compost and set on your kitchen window-sill, where they will come on famously, but it is not safe to commit these to the open ground before the last of May, or if the season be cool, from the 1st to the 10th of June. Well developed tomato plants, of course, may be purchased at the green-houses, but if you have ever had the pleasure of starting your own and watching their delicate little heads flourish and grow strong under your care, you will like better to plant your own seeds. By planting your own seeds, also, you have the advantage of choosing your favorite variety and knowing that the product will be what you expect.

This is the time, also, to put your aster, zinnias, marigold seeds, and other late bloomers, into your window box, and by giving them a little extra start get results before the frost nips in the fall. But, you say, how are we to get so many window boxes into one small kitchen window? You will be surprised to find how many seeds you can plant in the space of one box large enough to fill one window. Mark the spaces off in squares and put a little stick down in each, bearing the name of the particular seed sown in each section. The kitchen window box is the first promise of the budding life that comes in on summer's gentle winds. Get it ready and enjoy it by all means, even while the winter lingers, for it says plain as whisper in the ear: "Spring will soon be here."

Good Things to Eat.

"How do you suppose 'they' make this frosting?" is the query you hear almost anywhere that French pastries are served for the delectation of man (yes, man) and woman. The so-called frosting is rich, flavory, soft, salty, sweet and a mystery to most cooks. The regular French icing—that which was met with in Paris patisseries before the war—was about an equal mixture of butter and icing sugar, with usually chocolate or caramel flavoring, although colorings and often the cream color of the plain mixture were added variety either as icings or fillings. The yolk of an egg occasionally was beaten in, but the icing de rigueur was the butter, sugar and flavoring beaten and beaten and beaten again. Long and hard beating produces that creamy fluff which was the crowning richness of a French pastry. But butter is now too exclusive and patrician a guest in the average household over here to permit of such familiar and plentiful usage as frosting on a cake, and so egg and cream enter as substitutes.

Here is a recipe for a cream frosting or filling which Miss Eddington, the dietician of the Chicago Tribune, published recently because of numerous requests for instructions in the art of making French pastries:

Beat one egg yolk and add to it, a little at a time, one-half cup of cream, whipping all the time, so that it is like whipped cream. Mix with two ounces of melted chocolate, then add to this, a little at a time, with whipping, two cups of icing sugar well sifted, and half a teaspoon of vanilla. A little butter added makes it richer, but this is not necessary. If the chocolate makes the mixture too dry, set the bowl over hot water for a little while and beat thoroughly. If plain cream colored icing is desired, use only half as much sweet cream as when chocolate icing is to be made. It need not be quite as stiff if to be used for filling for layer cake. If you want to achieve the fancy effects of real French patisseries, better supply yourself with a piping syringe and other paraphernalia to be had for this purpose, in the house-furnishing stores.

Delicious French Dressing—One-half tablespoon of salt, one-quarter teaspoon of pepper and same quantity of paprika. Add juice of half a lemon and mix thoroughly. Then add two tablespoons of olive oil and one tablespoon of vinegar. Mix all together thoroughly and lastly throw in a small piece of garlic and set away to cool.

Dolly Madison Cake—This toothsome "sweet" has enjoyed vogue for many years. It is a much prized dainty in the south, where its only rival, perhaps, is the famous Lady Baltimore cake. Cream two-thirds of a cup of butter with two cups of sugar, add the well-beaten yolks of three eggs and a grating of nutmeg and beat all until creamy. Fold in the whites of the eggs beaten until stiff and "dry." The success of this mixture depends upon the very hard beating which you are able to give it. Filling for above: A cupful of granulated sugar over a slow fire, and when dissolved, thin with half a cupful of boiling water. Stir constantly and boil to a thick syrup, then remove from the fire and beat until thick and creamy. Then add a cup of chopped nut meats.

Diana of the Bitter Roots.

Ellensburg, Wash., Dec. 30th, 1918.

Friend Sted:

I will leave it to anyone if your last fishing tale was worth reading. There was not an exciting adventure in it. Write some thrilling adventure that will warm the blood. You surely have experienced such.

Yours truly,

Billie Jones.

Dear Billie:

Am sorry you could not digest my last tale on angling. I even read it myself and said to myself that I enjoyed it. As to exciting adventures; since receiving your letter I have captured a nice, large bumble bee and am busy entertaining him while he passes the time away on the inside of a glass fruit jar. The first time I go towards Ellensburg I am going to bring him with me and make you sit down on him. One should not always judge the incidents of an adventure by the size and age of the participants.

I did participate in a thrilling adventure one day last fall while searching for adventures in the Bitter Roots; maybe if I reluctantly relate the primary essentials to you, you will evaporate from this life in a thrill of joy—I believe that is the kind of a thriller you are anticipating.

I was hunting along a mountain ridge. I cannot recall just now what I was hunting for, but as I did not bag it we will omit any

further reference to that part of this thrilling tale. When I started down the mountain side my feet hit the trail of a recent land slide and proceeded to follow it up, or rather down. Unnaturally my feet happened to be attached to my legs and my legs to my body so I followed in their wake. The descent became so steep I could not control equilibrium so unwillingly sat down on the slide and followed its trail down the mountain side. This happened just one month ahead of the Hoover reign, but it was on that day and just about that time that seatless pants were invented. I did not precisely resemble September Morn, but I hold an inward feeling of joy that I had that hardy dame guessing. I arrived at the foot of the slide and mountain at the same moment a youthful looking figure clad in khaki jacket, knickerbockers and leggings rounded the point and I observed inwardly to myself that it was a fine looking young man. A new rifle was resting in the folds of his arms so I inquired as to his luck. The sound of the replying voice knocked the pins out from under me and I inwardly confessed to myself that if I had a kid with a voice like that I would take him somewhere and get it fixed. Then I noticed a large roll of auburn hair under the kahki cap—ye gods, it was Diana. Instantly there came a thought of my seatless pants. She sat down and began to warble. I endeavored to sit down also, but the sun had been shining for six hours on the place I had chosen and as soon as I tried to sit down I hastily arose without trying to attract undue attention.

We introduced ourselves and I learned she was a wife. Her husband had six autos in New York, four in Boston, three in Cleveland, five in Chicago, one in Malden and none in Spokane. He also owned a gold mine in Cripple Creek to help keep up the upkeep of the autos. And there was not a second hand clothing store within ten miles, and it was hot and I was tired and wanted to sit down, in fact I am so modest I did not even have an inclination to turn around. I wish Mr. Hoover had started his lessless system sooner.

Then she revived me with an account of the society doings that were promulgating at Long Branch, Palmetto Beach, San Diego, Pine City and Warden, and all the time I was wondering if she had a woodsman's kit bag in her pocket. About this time she recalled the fact that she and her husband were occupying a summer cottage around the point and kindly invited me to accompany her to the cottage so I could meet her wealthy upkeep and indulge in a light repast. I willingly assented but so manipulated that she was compelled to walk ahead of me in order to show me the trail to her domestic quarters. I gave her a good lead and as soon as she rounded the corner I made a side sneak up a ravine and retreated to camp.

Now, Billie, do you not consider this a thrilling adventure? You must admit that Bill Hart could not have acted more gentlemanly in a movie, only that Bill Hart had one on me for I have always noticed when he performs any difficult task on the screens he wears buckskin trousers. I am also going to

feature them the coming season when fishing is ripe in the Bitter Roots. No, I have never seen her since, and I do not know as I have any desire to.

Yours truly,

Sted.

Wisconsin Valley Division.

Lilly Ann.

Owing to absence from duty, on account of illness in the family of the writer, the Valley news notes were omitted from the last issue of the magazine, which fact is regretted very much, as we are always desirous of having the "Valley" represented.

Mrs. A. I. Lathrop has returned home after visiting with her parents at Viroqua, Wis., for a few days.

Russell Crandall, who has been taking treatments at Rochester, Minn., has improved sufficiently to be able to return home, and expects to be on duty within a short time.

Andrew Peot, who has been in military training, has been released by the government and has accepted a position as station agent at Dancy.

C. H. Conklin and H. O. Fullmer recently entertained the clerks at a 6 o'clock dinner party at the Conklin home. A very enjoyable evening was spent by all.

The K-1 engines being used on the division during the rush are quite a curiosity and are attracting much attention. Business has been more than booming, about thirty-two crews being employed daily. A number of brakemen and engineers from LaCrosse and Mineral Point Division have been assisting during the busy season.

Harry Klos, one of our trustworthy warehousemen, is still confined to his home on account of illness. We hope he will soon be out and able to attend to his duties again.

The accidental death of Peter Bergner was indeed a shock to all. His remains were taken to Superior for burial by Leo St. Mary, at which place he was met by Mrs. Bergner. Mrs. Bergner and two children survive.

M. F. Smith, master mechanic, Portage, Wis., called at our office during the week.

Mrs. Fred Gerrow and Miss Mae Callahan entertained the clerks at a Washington party last week. Music, dancing and games were enjoyed. Helen Conklin rendered a vocal solo, Margaret McKinley entertained by giving an Irish jig, after which dainty refreshments were served. We all say it was a "real" party.

Alpheus Van Orman has been absent from duty for the past three weeks, nursing the mumps. A few days after Van came down Flora Emmerich suddenly decided she would like to entertain them, so she remained at home about a week and reports a *swell* time. Seeing is believing.

Mrs. H. O. Fullmer and children have been visiting at Mosinee with her parents for a few days. We wondered what made Otto look so lonesome.

Edna Larson, cashier, gave a sleigh-ride party for a few friends. Sleighing was enjoyed for about two hours, after which the guests were invited to the Larson home, where refreshments were served. Dancing was the feature of the evening. Every one had a good time. Ask Mildred and Mae, also Nellie should have something to say. The guests declared that Edna was a very royal entertainer.

A daughter, Helen Florence, made her appearance at the home of Mr. and Mrs. John Dexter recently.

Miss Pearl Gorman and Miss Mildred Conklin are visiting at the Gorman home at White Lake, Wis. Pearl promised to tell us all about it on her return, but it was impossible to extract such a promise from Mildred.

Mrs. Tom Callahan is visiting at Milwaukee for a few days.

Mrs. J. R. Campbell is visiting with her parents at Mauston.

Mrs. J. E. McCloskey and son Donald are spending a few days at Grand Rapids.

Louis Livernash is visiting at Tomahawk.

The Brotherhood of Railway Clerks recently organized here with about twenty nine members. Officers were elected and arrangements made for regular meetings to be held during each month.

Malden Roundhouse Notes.*Ida Hooper.*

Visitors at the Malden shops recently were P. T. O'Neill, D. M. M.; W. B. Foster, general superintendent; H. B. Earling, general manager, and F. H. Hill, superintendent.

Engineer G. W. Nelson, who has been in Mayo Brothers hospital for some time, is reported better. His wife and children are in Council Bluffs, Iowa.

Fireman Bert Applegate, who has been laying off since September with the "flu," is back at Malden again. He is still unable to go to work, but is feeling fine. Fireman Clarke is also back at work.

The forces at the Malden roundhouse have been put on three shifts, each shift working eight hours.

Boilermaker Helper Fred Mittlestadt, who has been taking an enforced vacation, is back on the job again.

Roundhouse Foreman John Wiklund and Machinist Ed Smith were Spokane visitors last week. Don't mention a Ford, or putting a tire on one of them, unless you want to "elucidate" (one man's favorite expression).

The sympathy of the entire division is extended to Mrs. E. Irving in the loss of her husband, which occurred in a wreck at St. Maries, Idaho, last week. Also to the family of John Martin, brakeman, who was killed at the same time.

The switch crew isn't complaining one bit about eight-hour shifts and no Sunday work.

Engineer John Crown, who has been on the switch engine for over six months, is again back on the road.

Jack Paris and Felix Schumaker, who have been in the United States service since the outbreak of the war, are back on the road firing again.

Fireman Thomas Allen is now day hostler at Malden, taking the shift that Lee Carver had. Mr. Carver is now on the day switch engine.

Miss Zelda Foreman, daughter of A. M. Foreman, hostler, is home for a week's rest from her studies at Cheney. Georgia Foreman, her sister, is visiting relatives at Othello.

The "Bug" has been pulled off for the remainder of the cold weather and a steam engine is now carrying the passengers between Marengo and Plummer Junction.

Born, to Mr. and Mrs. Lee Carver, Friday, February 14th, a son. Congratulations.

Boilermaker Lester Bannon is visiting in Othello this week.

Coast Division.*"Love."*

Greetings!

We are still alive

And happy.

But have been

Overworked, and

Did not get pay

For overtime, so

We are not working

Any overtime, and have

Some time to tell our

Troubles to the magazine.

Ladies and gentlemen, we desire to introduce to you the new arrivals in the superintendent's office: Park S. Dunn, A. E. Long, H. J. ("Puck") McMahon, Ralph Amende, L. Muth, H. S. Doten, Harold Jones, J. C. Coombs, Clare Morfitt, Beulah Shaw, Mary Erickson and Clara Holen. Others have "came" and "went" since we last appeared in print, for which we are thankful. Some of the above bunch are accountants, some stenographers, some comptroller operators, some clerks and some human.

Did you ever observe a fat lady—I mean one that is just "plump"—fall down in a street car? We have not, but hear it is real sport. For further information inquire at the superintendent's office, Tacoma, Wash.

Yes, we are located at the old passenger station. Do you all remember how it used to be? Imposing, grand, stately. Well, the building looks the same yet. We haven't seen the "yellow cars" since July 28th, but guess they are still using them.

Have you paid your income tax?

Our friend the stenographer, Mrs. Joseph Clarke, says she is lucky. She is exempt from income tax on account of having a soldier to support.

During the last few days we are in receipt of letters from H. P. Kennedy, engineer; Fay D. Borchardt, brakeman; Melvin O. Kongsli, switchman, all now working for Uncle Sam in France. They are all well and ask that their friends write. Get busy, boys—and girls, too.

Thomas Mitchell, the red-headed clerk who used to work in the superintendent's office, is now on the U. S. S. Mercy, bringing back the wounded and sick boys. Thomas is a pharmacist mate, and wrote us a letter with so many medical terms that we don't know what he meant.

Puck McMahon made a trip to Deer Lodge, Mont., recently. According to our map, that city is in dry territory and we wonder why the trip was made.

We just learned that men's neckties can be useful as well as ornamental. For further information inquire of Mrs. Jo. Clarke, stenographer.

Kansas City Division.*Billie*

Conductor Frank Bell, who is spending the winter at Port Angeles, Washington, spent several days in Ottumwa, the later part of February.

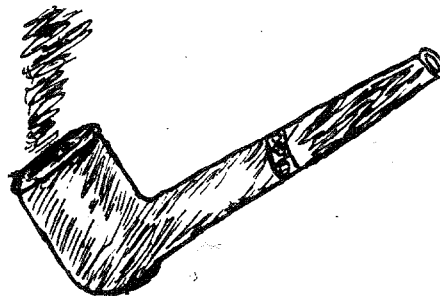
Chief Clerk J. W. Sowder, returned to work February 25th, after an absence of ten days, due to illness. Both Mr. Sowder and wife, had the influenza.

Some old engineers (Lane Ardery, Harve McCrum, and Claude Legg) are now firing switch engines, and the sale of liniment is increasing.

Dispatcher J. G. Upp spent his two days' vacation at Snaps Grove, near Braymer, Mo.

Traveling Accountant F. Patterson from Chicago has been at Ottumwa Junction for two weeks instructing Division Accountant A. Daake.

Operator L. M. Ward has gone to Seattle for a two months' vacation trip.

**Pipe O' Mine.***Daniel Delaney.*

I could not do without you, Pipe o' Mine!

Tho' others often flout you, Pipe o' Mine!

For you start the heart a-dreaming,

And the shadows mark your gleaming.

And there's naught can make me doubt you

Pipe o' Mine.

You're the conjurer of much pleasure, Pipe o' Mine!

You favor without measure, Pipe o' Mine!

You're a solace in a sorrow.

You're dictator for the morrow.

You perfect each hour of leisure,

Pipe o' Mine.

I could not do without you, Pipe o' Mine!

I care not how they flout you, Pipe o' Mine!

For your art is more than magic

And dispels all vapors tragic,

And there's naught can make me doubt you,

Pipe o' Mine.

—Daniel Delaney.

Northern Montana Division.

E. H. W.

Oberg Pedersen, freight claim representative for the Great Northern from St. Paul, paid Lewistown a visit recently.

Superintendent A. C. Bowen is trying hotel life, as his home is quarantined for scarlet fever, both of his sons having light cases.

C. W. Wilson is acting as relief agent at Straw. Agent Campbell is making a visit in the east with his brother, who recently returned from army service.

Agent A. M. Maxeiner, Lewistown, attended a meeting of the Great Northern agents at Great Falls February 16th. He reports a very good meeting.

Mrs. A. M. Peterson, wife of the agent at Grass Range, expects to leave for a visit in Minnesota soon.

Income tax notices sent out by the treasurer certainly were a surprise to some employees, as they did not believe it possible they had drawn so much money in 1918.

Mrs. A. B. Goff, expense clerk, Lewistown-office, spent the week-end at her homestead near Lavinia, Mont.

Mrs. Claude Brown of the storekeeper's office recently made a trip to Aberdeen for a visit with the family of C. G. Brown, dispatcher at that point.

Mr. Flynn, formerly with Milwaukee freight office at Great Falls, recently returned from army service and has taken a position with the Great Northern at that point.

F. A. Curtis is working as operator in Lewistown yard while C. W. Wilson is at Straw.

Conductor Utley has gone to Georgia for several months on account of ill health.

Conductor Spayde has returned from a trip to Chicago.

Western Weighing Inspector Walsh is again on the job after being in quarantine for several weeks.

The 4-year-old child of H. W. Jackson recently died of diphtheria. We extend our sympathy to Mr. Jackson and family.

Trans-Missouri Notes.

J. M. W.

Ray McCauley, daughter of A. R. McCauley, night chief in the telegraph office, left for Sioux Falls to attend All Saints school.

Orders came to reduce the forces in the various departments. Thirty men were laid off from the car department and men were taken from all the other departments.

Cashier Frank Williams will spend a few weeks in Florida during February and March with his relatives and looking after business matters.

The addition to the freight house is progressing rapidly under the foremanship of Mr. Baiderston, and a much-needed improvement is nearing completion.

Chief Carpenter E. E. Clothier has been confined to his home with the grip, but he is much better and will soon be at the office again.

The superintendent's office is undergoing a change to make additional room for more help in the accounting department.

Mrs. Dora Anderson is now car record clerk in the freight office, Miss Josephine Ramberry going east for a few weeks.

Leo Swanton returned from Mina, where he spent a week with friends and relatives.

Mrs. E. E. Clothier is spending a week or ten days in Perry, Iowa, and Jefferson, Iowa, visiting with friends and relatives.

Mrs. E. L. Cleveland visited her husband, Trainmaster Cleveland, for a few days recently.

Agent Soike and Mrs. Soike expect to leave the latter part of the week for a visit with relatives and friends in Minneapolis and Fond du Lac, Wis.

Born, to Asst. Cashier W. C. Boyle and wife, a daughter, January 22d. Congratulations.

Miss Ethel Thompson, clerk at the roundhouse, spent a few days in Aberdeen.

Lieut. Roy Doud, night chief dispatcher, went east recently for medical treatment. Roy was gassed in the famous Argonne forest battles and is still under the care of the doctors. He brought back relics from the battle region which are on display at the Citizens' State Bank.



Ask your jeweler or inspector about Grade 227

SOUTH BEND WATCH, Grade 227, is a 16-size, 21-jewel railroad watch that is very popular with railroad men in every branch of the service.

Your jeweler or inspector or any railroad man who carries one will tell you that this is an exceptionally accurate watch. We believe that it offers the greatest value in the railroad watch field at its reasonable price.

You can buy Grade 227 complete in case, or fitted to your own case if you prefer.

SOUTH BEND WATCH COMPANY
28 Studebaker Street South Bend, Indiana

South Bend Watches

KNOWN BY THEIR PURPLE RIBBONS

Special Commendation

Henry Hanson, signal groundman at Merriam Park, Minn., has received special commendation for quick action in taking steps to protect trains when he discovered a broken rail 250 feet east of Cleveland avenue crossing, Merriam Park. Mr. Hanson promptly notified the agent at Merriam Park and the damage was soon repaired. Such thoughtful action on the part of employees who look out for the interests of the company wherever they may be, is strictly in line with the economy and efficiency campaign now in progress on the system, and is greatly appreciated by the management.

Section Foreman J. Barnett, New Hampton, Iowa, has received special commendation for flagging and stopping No. 68, February 26th, after discovering a brakebeam down and dragging on the rail.

T. M. Division Engineer F. Lucas has received special commendation and credit in the roster for stopping No. 64 at Morrilstown, March 14th, after discovering that a car was derailed as the train passed by.

Operator T. Childers, Marmarth, N. D., has received a letter of commendation and credit in the roster for good work in taking care of train orders on the west subdivision on the morning of March 14th during a severe snow storm. This action saved much serious delays to trains, especially to No. 15, and is much appreciated by the management.

Bridge Tender Robert House, Tacoma, Wash., has been especially commended for watchfulness and attention to duties. He discovered a dragging brake rigging on N. P. car 68359, February 3d, as the car was being handled over Puyallup River draw. The train was stopped on the bridge and the apparatus removed. Credit has also been given Mr. House in the service roster.

LaCrosse Division Conductor Frank Linscott has received special commendation for watchfulness, discovering a brakebeam down under a car in No. 18, February 24th. The defect was repaired before any further damage had occurred.

Night Roundhouse Foreman Dennis O'Leary has been especially commended for devotion to duty. On the night of March 5th he discovered a broken rail on eastbound track near St. Paul roundhouse, and promptly securing a lighted torch he stood guard, flagging trains and watching that they passed safely over. The night was cold, and "Denny's" watchfulness was all the more commendable. His action was reported to Superintendent Van Dyke by I. & M. Division Engineer G. Talmadge.

John Buchanan, Galewood roundhouse, has received special commendation for alertness in handling the situation at Galewood while in charge of the turntable on the night of January 7th. It is interest of this kind and quality that brings about efficiency and economy in the operation of railroads.

Chief Car Inspector Harry Feeley, Marmarth, N. D., has been especially commended by Superintendent Campbell for quick action in applying a new draw bar to head end of dining car in train No. 17, March 3d. Mr. Feeley was notified in advance and was ready when the train arrived at Marmarth. The draw bar was applied in thirteen minutes, seven minutes were consumed in coupling up air, steam and signal hose, and No. 17 proceeded with a total delay of but twenty minutes. Good work.

T. M. Division Conductor J. C. McGuire has received special commendation for watchfulness, discovering a broken arch bar on Wabash car 20115 at Cadillac March 3d, and stopping the train before more serious damage had occurred.

T. M. Division Conductor E. E. Dame has received special commendation for prompt action in stopping his train upon discovery of a broken arch bar on S. & N. W. car 2203, March 4th. Credit has been given Conductor Dame in the service roster.

J. W. Moore, machinist helper at Perry roundhouse, received a letter of commendation from

division officials March 1st for the discovery of a broken arch bar under L. & N. car 1850, a car on a train leaving Perry yard a few days before. Mr. Moore was on his way home from work when he discovered the defect.

Engineer Lloyd Leonard, who is firing on Nos. 34 and 35 between Perry and Manilla, received a letter of commendation and credit in the roster for the work he performed on his engine when the blow-off cock came off. With his engineer and the train crew holding scoop shovels over him to prevent the hot water from scalding him, he made repairs to the engine which enabled them to take their train into the terminal.

Operator G. T. Daniel, Cheney, Wash., deserves great credit for his resourcefulness and courage upon the occasion of his office being broken into and he held up by a couple of masked robbers on the night of February 19th. The robbers took some small change from his pockets and about \$7 from the till, but by keeping his head Mr. Daniel saved a valuable diamond ring, his watch and \$25 in currency which he had in his pocket, and \$100 of company money. He further demonstrated his quick wit by allowing a freight train he had intended to flag to pass through without signal, fearing that the highwaymen might shoot the trainmen as they came into the station. Daniels was sitting at a table making a report when a gruff voice ordered "Hands up!" and he turned to look down the business end of a gun thrust through the ticket window. The thugs ordered him to unlock the door, but while he was doing that he took a chance and used one hand to remove his watch, ring and money and slip them down his trousers leg. He then backed over to his desk and sat down on the remittance envelope, and while the robbers were going through the till he managed to slip the packet to the floor and stand on it while he was being searched. He gave the alarm as soon as the robbers left, and they were apprehended after an exciting chase by the local constabulary.

Appointments.

Effective March 15th. John Connor has been appointed trainmaster of the R. & S. W. Division, vice C. E. Corcoran, deceased. Mr. Connor is a veteran employe of the Milwaukee, and has been for several years agent at Rockford, Ill. His many friends on the railroad will be very glad to hear of his advancement.

News from Black Hills Division.

J. R. Quass.

Conductor Joe Patton has come from Mitchell and taken his regular run on 505 and 504. This run was formerly held by Conductor Wortman.

Conductor T. A. Biggs, who transferred to Running Water line some time ago, was out to Rapid City a few days and sold his home and arranged other business here. His family will move to Sioux City soon.

Brakeman Percy Johnson took a few weeks off which he spent at Mason City and Minneapolis visiting friends and relatives.

As the steel bridge is nearing completion at Chamberlain, one work train has been taken off. This crew was Engineer Cline and Conductor Olson, who returned to ring between Murdo and Mitchell.

Business is a little dull west of Mitchell. The board has been cut to six crews.

Engineer Dell Caldwell, who has been running on the east end the last eight months, has gone firing on the west end till business picks up a little.

Engineer John Oulman is firing on the west end for Engineer Smith. John had a hard time shaking the "flu," but is all right again.

Engineer Bert Gardner has gone to the coast to visit his brother Roy, a conductor at Cedar Falls, Wash.

Conductor Ed Wortman has taken the work train at Chamberlain, bumping Conductor Beckley, who has returned to Chamberlain.

Agent L. A. Elson at Okaton laid off a few days and was relieved by Richard McAdams.

SUGAR 5c LB.

One of our leaders. We save you money on Groceries—catalogue free with trial order. The requests for catalogues are enormous and hundreds of thousands of dollars are lost annually by mail order concerns in sending out catalogues to places where no benefit is ever derived. To avoid all this **unnecessary** expense and be in a position to sell our goods at the lowest possible price, we have decided on the following plan. We will only send our Bargain Grocery catalogue to such people who can prove to us that they are really interested in saving money on groceries. We quote herewith a few of the bargains listed and which are sold in different parts of our catalogue.

Flour \$8.36 Per Barrel

(One of Our Leaders)

Our Best Flour.....\$8.36.....per barrel
 " " " 4.18...per half barrel
 " " " 2.09...per 49-lb. sack
 " " " 1.05...per 24½-lb. sack

Sugar \$5.00 Per 100 lbs.

(One of Our Leaders)

Our Best Granulated Sugar.....\$5.00 per 100 lbs.
 " " " " 2.50 per 50 lbs.
 " " " " 1.25 per 25 lbs.
 " " " " .50 per 10 lbs.

Here is Our Plan

Send us \$1.99 for the following Trial Order and we will then know that you mean business and we will include with your order our Bargain Grocery Catalogue in which you will find big grocery bargains.

Trial Order

	(Estimated) Retail Price	Our Price
5 lbs. Our Best Granulated Sugar...	60c	25c
1 large size package Quaker Oats...	12c	7c
1 lb. Guaranteed Baking Powder...	50c	39c
¼ lb. Black Pepper (ground).....	25c	15c
¼ lb. Cinnamon (ground).....	25c	15c
¼ lb. Ginger (ground).....	25c	15c
¼ lb. Mustard (ground).....	25c	15c
2 bars Kirk's White Flake Soap....	16c	9c
2 pkgs. "Dyflake," use like Soap Flakes	20c	20c
1 bar Fels Naphtha Soap.....	5c	3c
1 lb. Breakfast Cocoa	60c	39c
1 Catalogue Free	Retail Price \$3.21	Our Price \$1.99

You Save \$1.22

Our Guarantee Your money returned in full if you are not more than pleased

We are the Originators—Others are imitators. You take no chances dealing with this old reliable Concern

Cole-Conrad Co.

Dept. L

2215 Ogden Ave., Chicago, Ill.

OTHER BIG BARGAINS IN OUR CATALOGUE

Uneeda Biscuits, 12 packages.....40 cents
 Quaker Oats, 6 large packages.....36 cents

AND OTHER BIG BARGAINS

Remember we send no catalogue unless we receive your trial order. We sell the trial order complete only and no part of same. Nor do we sell any article mentioned in this advertisement separately. We reserve the right to return any money tendered in payment of goods contrary to our selling plan. *Rush your trial order at once, and get our catalogue and commence saving big money on your groceries.*

Order Blank

COLE-CONRAD CO.,

Dept. L, 2215 Ogden Ave., Chicago.

Gentlemen: Enclosed please find \$1.99, for which send me Bargain Grocery Order No. L and include free your catalogue showing your big Grocery Bargains, it being understood and agreed if I am not perfectly satisfied that I can return the goods and you will at once return my money.

Name

Address

City

State

Express Office.....

The Oldest Exclusive Mail Order Grocery House in America

On the Steel Trail



Ready for Their Ham And at New Lisbon, Wis.

LaCrosse Division Doin's.
Guy E. Sampson

Yes, pay day has changed again, and now the last pay day of the month is in the middle of the month. In February we received our pay one day ahead of time, namely on the 7th. Yardmaster T. Bloomfield of Portage Yard, we are told, received word while at home to dinner, that they were paying off on that day. He ate his meal in a hurry and rushing to the office to investigate the truth of the statement, when he accidentally stepped on a spot of slippery ice and the results that he had to return home and make a complete change of clothing, as the mud puddle around the icy spot, where Mr. Bloomfield fell, sure left that gentleman in no condition to visit the office. By the time he had made the change he was in a better frame of mind and was able to treat it as a joke. We are informed, that to save any other employes from getting excited over the premature arrival of their hard earned cash, the regular pay day will not be preceded by the checks.

On February 19th, General Manager J. T. Gillick, while stopping over between trains at Portage, took that opportunity to speak to all employes, who happened to be at Portage at the time. His talk was on "Economy and Efficiency" of employes and officers of this great railroad, showing that time is one of the great factors which, when rightly used, will make the railroads pay dividends, but when carelessly used, will force the same railroads out of business. While Mr. Gillick's talk was short, it left food for thought on all who heard him and no doubt if every employee on the Milwaukee could hear those same words and then stop and give them the once over, it would do much towards increasing the efficiency of all. His words plainly showed that the day of wasting time to make a record, either of officers or men, must end, and that all records which cannot show a money value are of no value to anyone. While space will not permit us to go into details of the results of operation, we wish to state that if all will endeavor to save the minutes the results will be many hours on the right side of the ledger.

Engineer Chancy Winn and family have been enjoying a visit from their son, John and family, from Austin, Minn. John, who was raised among the railroad boys of Portage, sure enjoyed meeting his old pals again.

On February 8th, Brakeman Ruben Varney and Miss Nellie Murphy of Madison, were quietly married at the bride's home. They are at home to all friends, at 309 North Francis street, Madison. All employes join in wishing them all the joys of a happy married life.

Brakeman Art Peterson and wife of Portage, visited at Grand Rapids, Wis., the middle of the month.

Passenger Brakeman Arthur Schaefer of Milwaukee, is sure some boy, and is conceded to be the best dresser and the best dancer among all the dancers of Milwaukee. Recently while the noted actress, Miss Myrtle Wayne, visited that

city in "New Pictures of Milwaukee," a grand ball was given at the Auditorium, where about five thousand took part. Our own passenger brakeman, above named, was sent a special request by the distinguished actress to take her arm and assist her in leading the grand march. Art, who is known as "The grand old man, who gets 'em all from nine to ninety," was in his glory, and he sure showed Miss Myrtle that she had made no mistake in choosing him for that particular dance. The rest of the boys had their fun out of it, but Art says that they are only jealous, and that all of them can now be seen almost any day at their rooming houses in La Crosse, trying to induce the landlady to dance with them, so that the next time a chance, like the one just narrated, shows up they will have had enough practice to warrant them standing a show with the show girls.

Conductor A. M. Levans has gone to Hot Springs, Ark., to try and get some relief from the effects of a case of "flu," which left him in very poor health.

Night Bill Clerk Dominic Devine of La Crosse, better known as "Mug," among the boys, is the proud father of a bouncing son. Mug says that the eleven children with himself and wife just makes a nice family of thirteen. He says that is his lucky number and he hates to think of the time when some of them go out into the world for themselves, thereby lowering the number around the family table.

Conductor Ray Long and wife have been spending a vacation at Beloit, Wis., visiting friends.

Dan Smith of the Sparta-Viroqua line run, took a week's vacation and M. Larkin took his place punching tickets, while W. B. Clemmons took charge of the night helper engine in Mart's place.

On Thursday afternoon, February 20th, Section Foreman P. Kerwin of Portage, stepped out of the yardmaster's office and in some unaccountable way walked in front to the string of cars, causing him to be thrown to the ground and both legs severed at the hips. He was hastened to the hospital, although he knew there was no chance for him to recover. He died a few minutes after reaching the hospital. In his death, the company has lost a valuable employee, who has held the position foreman on several sections on the La Crosse Division during his twenty-five years as foreman. He leaves a wife and five children to mourn his untimely death. One of his sons, Patrick, Jr., who is one of the La Crosse Division brakemen, is with the railway forces in France, and could not attend the funeral of his father. The sympathy of all employes is extended to the bereaved family.

A real snow storm hit our division on February 27th, just as every one was complimenting himself on having got through the winter with so little cold or snow. All passenger trains were handled with two engines each and freight trains took what tonnage they could drag through and keep the division open. But one accident has so far been learned of, that was caused by the storm. Miss Muerilla Breuer, 12 year old daughter of Engineer Joe Breuer of La Crosse, was crossing the street on her way home from school during the storm, and while watching two engines coupled together passing, did not notice a third engine going in the opposite direction. The engine which was moving slowly and backing up was stopped within a few feet after knocking the little girl over and she was taken from under the engine, after which she walked to a friend's house a half-block away. She was then taken to the local hospital where it was learned that Muerilla had suffered no serious injuries, but had in a miraculous way been spared from meeting a horrible death. All employes are congratulating the young lady on her escape.

The general offices of the division at Portage have been turned up side down and wrong side out. Superintendent Kossiter has had a nice large office arranged in the west end of the building, while Chief Carpenter O'Brien has the office

formerly occupied by the superintendent. The offices of the superintendent and trainmaster adjoin now, where here-to-fore they were in opposite ends of the building. A large room has been arranged for all the force of clerks, excepting the trainmaster's stenographer, who has her desk in the trainmaster's office, and Miss Buffnire, stenographer for Chief Dispatcher Bowen, who has an office all by herself. Miss Buffnire expresses herself as being well pleased that no other has to occupy the same room, as she is compelled to head in and back out, without turning around. The room was formerly used for a clothing closet when the present head quarters building was used for hotel purposes. Nevertheless, it sometimes pays to be small, and Miss Buffnire tips the scales around the hundred mark.

A couple of Chief Clerk Klinger's office force went on a two weeks' vacation and took in the sights at Washington, D. C., but as they told us not say anything about it, we won't mention their names. Both said it was the first time they had been so far from home and that when they made the second attempt, they would give us a detailed report of the trip.

The "Get-Together Club" of the La Crosse Terminals employees, held their monthly meeting, Tuesday evening, February 25th, and to say that it was an interesting meeting would be putting it mildly, as the 14 page report of the secretary shows. Talks about interest and "Co-operation," were very interesting, and all enjoyed one of the best evenings they could remember of have spent. The club meets the last Tuesday evening of each month, in the large room over the freight office at La Crosse, for its regular monthly meeting and all other Tuesdays from 1 to 2 p. m. The three first meetings are purely business meetings to take such actions as need looking after at once, and at the regular monthly meeting everything from A to Z is discussed and proper action taken to fit the case. More of these clubs along the line would be beneficial to all. Superintendent Rossiter attended this meeting and expressed his satisfaction as to the work performed.

Our former repair track foreman at Portage, B. E. White, has been promoted and moved to

a new location at Lewistown, Mont., while Gust Hess takes his place at Portage. Mr. White will be district foreman in the "Wild West" while our old time friend and passenger brakeman, Glen Hull, has gone with Mr. White and will be located at Harlowton, Mont., as foreman of the repair track forces at that place. The very best wishes of all La Crosse Division employees go with them and especially Glen, whom every one was glad to see promoted to the position he now holds.

Brakeman Art Peterson has resigned his position on the road and has moved onto his father's farm, near Cheney, Wis. The change was made on account of his father's failing health. All join in wishing him success on the farm.

Frank and John Argill, two La Crosse division engineers, were called to Wausau, Wis., the first part of March by the death of their nephew. Sympathy of employees, is extended to the bereaved family.

Crossing Flagman Frank Smith and Baggage-man Jim Bowen, both of Tomah, come in for favorable mention in the magazine this month, as both employees discovered brake beams down on passing trains and were able to get signal to train crews in time to have train stopped before damage was done. This shows that these two employees are on the watch for anything that may be wrong on trains that pass them.

Friends of Operator E. L. Johnston, were shocked to hear of the death of his wife, within a few days after they moved from Portage to Oconomowoc. The position formerly held by E. L. was discontinued and he had accepted another one in Milwaukee and had moved his family to Oconomowoc. All employees join in extending sympathy to their co-worker in these, his sad days.

Miss Helen, Agent Cordess' stenographer, at Sparta, says she has decided to keep all news as to just when she intends to resign her position, to herself, and at any rate not to let the news gatherer get another ear full, if within her power to prevent it. However, she seems to think that the chief clerk may be looking for someone to take his place for a whole month before she dare think of leaving. And yet we hope to keep them both for years to come. Sure, we do.

Send NO Money!

Just send coupon below and we will forward your shoes at once! They are the greatest shoe values ever offered. We are glad to send them NO MONEY IN ADVANCE because they are built so full of wear and are so comfortable and so good looking that we know when you once see them you will want to keep these wonderful shoes. Send no money—mail the coupon only and shoes will come at once.

NATIONAL WORK SHOE

Direct to You from the Shoe Market of the World.



\$3.65

Black or Tan
All Sizes
SEND NO MONEY

That is why the price is only \$3.65. Why pay \$5 or \$6? Slip these shoes on in your own home. Note the splendid selected leather! Feel how soft and easy they are on your feet!

Examine the "Indestructo" heavy leather sole. Customers write: "These shoes look good after 6 months of hard wear." If they aren't the best work shoe you ever saw, send them back and we'll return your money. You are the judge of the Style, Comfort and Quality. Use coupon TO-DAY and get your pair of these wonderful shoes while this special offer holds good.

SEND →

Only this coupon, no money. It brings these splendid shoes to you prepaid.

BOSTON MAIL ORDER HOUSE, Boston, Mass.

NATIONAL DRESS SHOE

Smart and stylish. Genuine oak leather soles.

Broad low heels. Extra quality, uppers.

These good-looking, dressy shoes are built for five toes and comfort. Our price only \$3.85.

Compare them with the best \$7.00 shoe you ever saw. You must see them to appreciate their wonderful Style, Quality, Workmanship. You must try them on to enjoy their absolute Comfort. That is why we send them to you—no money in advance. Sent on approval. The shoes must convince YOU. Act NOW! Send coupon at once.



BLACK
DRESS
SHOES.

\$3.85

Send NO Money

**Boston Mail Order House, Dept. 5694
Essex P. O. Building, Boston, Mass.**

Send postpaid shoes marked below. I will pay for them on arrival. If they are not the best value in America, you will return my money. I risk nothing.

☐ Work Shoe, \$3.65

☐ Dress Shoe, \$3.85

Size..... Color.....

Style.....

Name

Address

Freight Auditor's Office—Fullerton Avenue.

E. A. Murphy, who resigned Jan. 1st, 1919, to accept the position of auditor of the American Railway Express Company, with headquarters in New York city, was the guest of honor at a banquet tendered by the head clerks of the various departments in this office, at the Hotel Randolph.

E. A. Reynolds, W. F. Eberhardt, J. D. Fraser, H. Hraebber, A. J. Frandsen, Miss Edythe Oberg and Miss Ethel Browne contributed to the evening's program with interesting talks.

Between courses, J. F. Wiley, James Cairus, James Suggins and Miss O'Brien, assisted by Mrs. James Cairus, who presided at the piano, entertained the party with a song revue which was especially good, they rendering the latest song hits of the hour with credit to each individual performer.

E. A. Murphy delivered a very instructive, interesting and eloquent address with much feeling, and all present were made to feel that the past years of friendship were not to be broken though he be distant.

The committee on arrangements consisted of E. M. May, Myron Graham and Patrick J. Collins, who performed their duty par excellence.

William A. Ahern acted as toastmaster, and he is to be congratulated for the capable manner in which he performed.

Adolph Frandsen of the overcharge claim bureau has been teaching James Fraser how to play pool at Jim's expense.

Private Walter Flint has received his honorable discharge from the army at Camp Grant and is now toiling in the switching bureau. Private Flint saw actual service "over there."

Has Patrick J. Collins told you as yet of his wonderful feat, bowling? If not, why not? Our unbeaten bowling team traveled to Milwaukee February 8th to indulge in the pastime with the C. & M. & St. P. boys of that town. The following score tells the story:

Fullerton Ave. Freight Auditor's Office.			
Collins	200	159	181
Anderson	170	212	153
May	192	95	161
Krumrei	177	170	181
Mueller	184	106	137
Totals	923	802	813
Milwaukee (Wis.) Local Freight Office.			
Webb	193	162	177
Hoerl	153	146	124
Stack	119	157	111
Peterbus	193	215	180
Simpleman	149	150	172
Totals	807	830	764

Ed Ross was some rooter. Calhan still possesses that smile that won't come off.

Ed May had a heart attack in the second game. Looked as if we were going to lose the star pin-getter.

Our second team—composed of Miller, Aff, Kraebber, Kasper and Guthfahr—also copped their match with Milwaukee's second team by 67 pins.

Although we are the undisputed champion bowlers of the system, we wish to state that our friends in Milwaukee cop that honor when it comes to entertaining.

On February 21st the boys tossed at the pins against the Union street team, and the story is told below:

Freight Auditor's.			
Collins	145	131	150
Glazer	119	199	171
May	153	178	159
Schulz	156	214	167
Mueller	146	157	161
Totals	719	879	808
Union Street.			
L. L.	144	143	154
Mat.	149	153	156
Harry	203	98	134
Julius	130	176	145
G. S.	181	145	181
Totals	807	717	770

William P. Heuel resides about two miles from the office, but of late has mapped out a circuitous route for himself. Bill, being a good mathematician, has it figured out like this: Mount Clare,

13 miles; 4 times 13 equals 52 miles; and he makes the trip twice a week.

James Landrigan is another one of the boys who has traveled the briny deep to France and returned.

C. & M. Division.

E. Erickson, chief clerk, superintendent's office, spent Sunday, March 2d, at LaCrosse, Wis.

We, too, have a "Woody" in our office, and although he has said, "May I not—" to all the other dispatchers, they will not exchange tricks with him, for which we are all very sorry. Woody surely is popular.

J. E. Riley, fireman, C. & M. Division, and member of the safety first committee, advised that he could not attend the last meeting on account of that being his wedding day. Congratulations from the C. & M. Division.

While F. H. Cassidy, brakeman, C. & M. Division, was in Canada a few weeks ago his sister passed away.

G. E. Campbell, former operator at Libertyville, has not forgotten the C. & M. Division. He is with the 13th engineers and expects soon to return to the U. S. A.

A few days ago we nearly lost our division accountant, Julius Ciesinski. He has now recovered from what threatened to be a nervous breakdown, and we trust he will continue his services with the C. & M.

Ask Oscar about the goose that was lost. He knows the whole story.

Miss Vila Graves advises that her brother, Cliff Graves, who was in a critical condition for several days, has improved. Cliff was at one time employed as trainmaster's clerk, but left on account of his health.

Timekeeper Abe Hirsch has an awful time keeping track of his cigars after 4 P. M. Don't you think so, Wood?

We think our office boy, John Kaveny, would have a rushing business if he opened a cafeteria. Why don't you try it, Jack?

The little mice in the dispatcher's office annoyed every one. They nearly frightened Miss Jessie Abrahms to death, so Miss Perry invested in a trap, and Abe has announced "to the public" that to date nine have been caught. Abe has not given up, as he still has the trap set.

Miss Carroll's home is in Wilson and she goes there each Saturday, returning to Chicago on Monday morning. The train crew has complained on account of the extra work due to her sleeping so soundly that it is sometimes impossible to awaken her. They advise that some day they may take her to the yards with the D. H. coaches.

The girls in the superintendent's office are still theater-going, but they tell every one about it. Some of the men, however, have acquired the habit of going to the show and then trying to keep it a secret. But, as the old saying goes, "A man can not keep a secret," and it is impossible for them to even try.

John Kaveny, the busiest man on the C. & M., came to work all "dolled up" a few days ago. He advised that the next day he would have the rest of his new outfit on, and, sure enough, the next day he appeared with what he called "brown kicks"—just like a soldier's.

Conductor J. H. Costello has now risen to the post of supply sergeant, and the 306th battalion of heavy tanks is being outfitted for return to the United States; therefore, the supply sergeant is a very busy person.

Wooden Shoe Doings.**"Mitch."**

The ice harvest at Random Lake is under way, and from latest reports a chill has swept over the community, due to old-style lager advancing to a thin dime a glass.

Switch engines on day shift Sundays have been discontinued at Green Bay. This is the first time in history and all seem to be satisfied. The boys say they can go to "church" now without any fear of being called.

Engineer Mike Dwyer was called to Chicago owing to the death of a relative. Mike was off several days, but is back on the job again.

Fireman William Franzen on the Hilbert branch run is off fighting it out with old man rheumatism. Fireman John Deteinne is holding down Bill's run.

Mrs. Matt Kennedy, wife of Boilermaker Matt Kennedy, spent a few days in Chicago, shopping.

Engineer Morris Clarey has been off for a few trips with a severe cold. Engineer Bill Bartlett is holding down 31 and 6 in his place.

Mrs. Dave Scott, wife of Engineer Dave Scott, is recovering in St. Mary's hospital from a serious operation.

Louie Tennis, machinist helper, died after having a serious operation performed. He was one of the old-timers on the Wooden Shoe, having run an engine here some twenty years ago. All employees of Superior Division wish to extend their sympathy to Mrs. Tennis and family in their sad bereavement.

Mrs. C. H. York, wife of Agent C. H. York of Pembine Junction, died after a short illness. We also wish to extend our sympathy to Mr. York and family.

W. G. Haas, agent at Hilbert Junction, is improving rapidly after undergoing a serious operation. Bill is at St. Vincent's hospital, Green Bay.

E. A. Kenney of De Pere is working third trick in the operator's office at Green Bay shop.

Will some one please find out where one John J. was the night of February 11th? The caller had to wake him from his pleasant dreams at 8 o'clock the morning of the 12th. John claims he was at a masquerade. It must have been SOME ball.

Mrs. Clarence Seims and Miss Elsie Secor have been employed in the storekeeper's office for some time, due to a lot of extra work.

H. L. St. Clair, claim adjuster, was in the city for a few days. The boys were all glad to see him, as it was his first appearance in a month.

A track has been laid from the main line to Lake Winnebago at Menasha. The company expects to get a good portion of its ice from this point.

Iowa and Dakota Division.

T. P. Gordon.

General Yardmaster F. H. Dickhoff and wife left some time ago for California, where they will spend the greater part of the winter. We received a letter recently from Frank saying that he had caught several sea bass, but I guess it was some "fish story."

Night Yardmaster E. G. Taylor is acting general yardmaster during the absence of Mr. Dickhoff, and Foreman F. W. Seissiger is holding the night yardmaster's job.

Conductor J. J. Hurley has been very ill for the last two weeks, but it is expected that he is getting along nicely, and it is hoped that he will be back at work soon.

Superintendent H. H. Ober accompanied the booster special which left Mason City March 5th. The trip was outlined by the business getters of Mason City and lasted two days, ending at Estherville.

Former Yard Clerk J. L. Hurley was home on a furlough a short time ago. He was notified a few days ago to report at Camp Dodge to be mustered out. "Pork" left here with a smile from ear to ear. Of course, the reason needs no explaining. We are all looking for him to be back on the old job before long.

M. J. Bailey has been appointed agent at Britt. Through an error, the fact that Conductor Hardie left the I. and D. was omitted last month. Conductor Hardie has been assigned to the Spencer-Spirit Lake run, which he held some time back.

H. E. Browman has been appointed third trick operator at Spencer.

In the recent reduction of operators the third trick jobs at Ossian, Fort Atkinson, Britt and Hartley were pulled off.

W. H. Kelma, who was third trick operator at Ossian, has gone to Charles City. H. M. Lock from Fort Atkinson to New Hampton, R. R. Miner from Britt to Murdo, and F. W. Irone from Hartley to Parker.

Engineer H. Neelings, one of Mason City's first railroad men to join the colors, has returned and made his first trip March 13th on No. 68. We all join in welcoming Howard back.

J. G. Tuffley, operator at Calmar, who returned from overseas a short while ago, where he was a member of the 60th railroad engineers, is back on the old job.

Trainmaster of Terminals N. A. Meyers of Milwaukee was a business visitor in Mason City. Mr. Meyers was formerly chief dispatcher for the Iowa and Dakota Division.

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give to Honorbilt Shoes their well earned reputation for quality. For comfort and wear they have no equal, no matter what you pay.

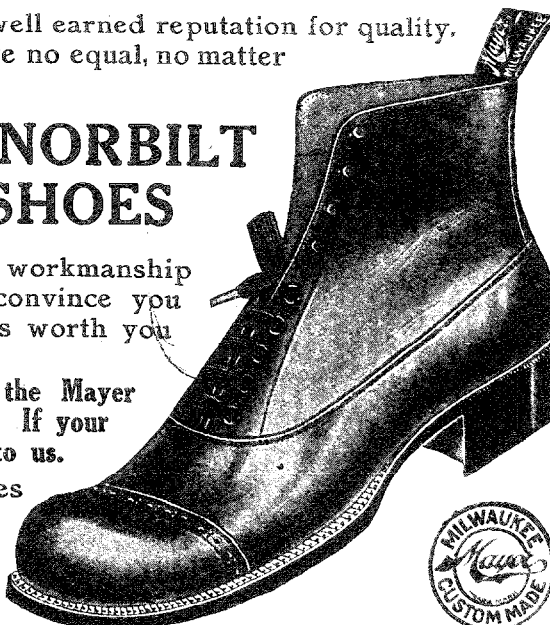
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All leathers are the choicest; workmanship is high grade. A trial will convince you that they are the best money's worth you ever secured in footwear.

WARNING: Always look for the Mayer name and trade mark on the sole. If your dealer cannot supply you, write to us.

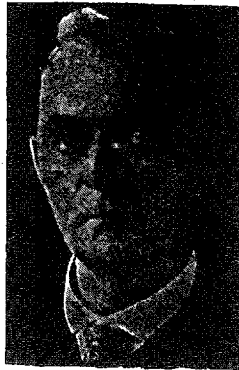
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Mr. Oldham was telegraph operator for the Illinois Central Railroad for twenty years. He is fifty-eight years old. One day he read one of my advertisements and the possibilities of making money in the Auto Tire repair Business. In a few weeks he had purchased and installed a Haywood outfit, and was doing business for himself. A short time ago he wrote us that his income in four months was as much as it had been in Two and One-Half years as Telegraph Operator.

You write me as Mr. Oldham did. If the locality in which you live is not one you would like to make a permanent home—or if one of the 4,000 Haywood Plants are there—I will tell you of other desirable locations.

Address,

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WRITE TODAY

M. Haywood, Pres.

Haywood Tire & Equipment Co.
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DEAR SIR: Please send me your book on Haywood Tire Repair Plants, and full particulars of your National Tire Repair Service and details of your free school of tire repairing.

Name _____

Address _____

**I have
a Big Interest-
ing Book to send you**

—a book about tires—it tells all about them—how they are repaired by the New Scientific Haywood Method—explains this business—gives inside figures and profits.

Automobile tires like these shown here can be saved and give the owner 4000 to 5000 extra mileage. There are 5,000,000 automobiles now in use.

20,000,000 Auto Tires Wearing Out

These automobile tires are aiding in solving the transportation problem, and are helping to keep business going.

Tire prices advancing. Crude rubber becoming scarcer. Tire manufacturers are urging that tires be repaired. This they have never done before. But now with the importation of rubber reduced more than one-half there is no alternative. Tires must be repaired.

See the opportunity for opening Haywood Repair Stations. You can start for as little as \$90.00. Those now at work

Earn \$2500 to \$4000 Per Year

You should investigate. We teach you how to do the work. See Oldham's statement. He filled in a coupon just like the one in this advertisement. You fill in the coupon and get the facts as Oldham got them—and as many others have.

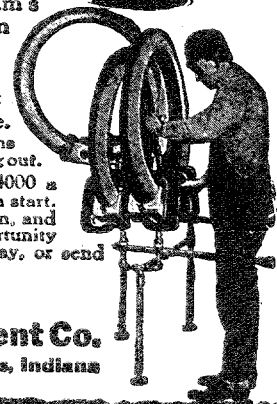
There are 10,000 new repair stations needed now—right now to save the tires that are wearing out.

What these men have done you can do. \$2500 to \$4000 a year is conservative. One machine will give you a start. All you do is open a shop—put out a Haywood sign, and auto owners will come to you. There is a big opportunity awaiting you. Sign the coupon and mail it today, or send a post card or letter.

M. HAYWOOD, Pres.

Haywood Tire & Equipment Co.
648 Capitol Avenue Indianapolis, Indiana

WITH THIS
HAYWOOD OUTFIT



Chief Dispatcher E. J. Crawford of the Dubuque Division was in Mason City recently, visiting with Chief Dispatcher O. A. Beerman.

Dispatcher J. M. Trayer left for Mitchell, where he will do relief work for a short time.

It is with deep sympathy that the death of Joe Chaldick, who was a brakeman out of Mason City on the I. and M. for the last seven years, is reported. Joe was seriously injured while switching at Lyle, and was brought to Mason City soon after. He died at the Story hospital twenty-four hours later. The sincere sympathy of the Iowa and Dakota is extended to the family in their hour of deep sorrow.

Lyle Walsh, son of Wrecking Foreman George Walsh, has returned home after serving in the United States army in France. Lyle was wounded once, and when he returned to the United States was sent to Camp Dodge, where he was discharged. He was a member of the famous Rainbow Division and took part in nearly all the battles the division was in.

Superintendent H. H. Ober, accompanied by the section foremen between Mason City and Mitchell, left here March 13th on an efficiency trip to Mitchell.

Kansas City Terminal Items.

C. V. Wood.

Operator John Park made a hurried trip to his parents at Laredo, Mo., the night of March 13th, to see his brother, Lieutenant Park, who has just returned from France.

Our old reliable switch foreman, Ed Longshie, was severely injured in Coburg yard, February 27th. In attempting to climb off a car, his foot slipped, causing him to fall and roll between cars. Mr. Longshie has many friends in the Kansas City terminals, who wish him a speedy recovery.

John Hoverson was in Gibraltar, Spain, on February 3d, on his way to Venice, Italy, and Fiume, Austria. When he returns from this trip he expects to come to Kansas City on a furlough.

Switch Foreman E. E. Craft, who has been off for some time on account of injuries received, reported for duty again on February 27th.

General Yardmaster Stewart and his purse, containing \$119, parted company in Coburg yard the evening of March 17th. The reason for this occurrence was two healthy looking men with two large revolvers. Tough luck, Mr. Stewart.

Switch Foreman Munnigal was quite badly injured in Coburg yard on February 23d, while setting brake on a car. We hope that he will be able to be back at work soon.

Word from Don Devol, received March 11th, indicates that he will be home by the middle of April. Don has been in the service almost two years and has had many thrilling experiences and seen many wonderful countries. His many friends will be glad to see him again.

Night Yardmaster Harris was off duty three days in March on account of acute indigestion. He says it was not Mrs. Harris' cooking at fault. The writer, who is personally acquainted with Mrs. Harris' cooking, will verify this statement. Traveling Auditor Hayden spent several weeks with us last month, and his good work was very much appreciated.

What will we do? Warren Kelley has sold his Ford and the street-car strike is still on.

Engineer H. P. Anderson was called to St. Francis March 7th on account of the death of his father.

Leverman Rigley while on his way to work the night of February 5th was slugged and robbed. Robbery seems to be a common occurrence around Coburg yard.

Frank Etter, our passenger agent, was recently made ticket agent at Camp Grant, Ill., but was relieved there on account of his being color blind and unable to distinguish a coupon ticket from a local ticket. It has been suggested that our assistant passenger agent, George Washington Thomas, be sent there to look after the work until the return of Ticket Agent Steinhoff.

Yard Clerk Taylor is on our sick list this month.

A letter received March 12th from Captain Lieberman stated that he was confined to his bed with a bad attack of appendicitis, necessitating an operation about March 1st; that his division had orders to leave for home, and he expected to be in good old Kansas City early in April. Every

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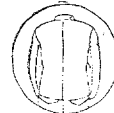
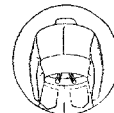
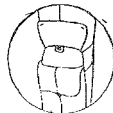
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These 10 big, important, rebuilt features make it possible for you to buy a just-like-new standard, visible writing Underwood at special low prices. Act quick—investigate and learn how you can get 100% typewriter efficiency at a big discount. My (rebuild) standard Underwoods are factory reconstructed by typewriter experts. New parts, new finish, new lettering, replace the old; everything made perfect—and the result—a typewriter the equal of any new machine in both service and appearance, just like the actual photograph shown above. And you may buy or rent my (rebuild) Underwoods on ten days free trial backed by a five year guarantee. Just mail the coupon for all the facts.

I will Rent or Sell You My Standard Underwoods with a 5 Year GuaranteeRebuilt
Like New

I offer liberal discounts on your old machines or rebuild them like new at money saving prices.

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The U. S. Government has purchased over 100,000 Standard Underwoods. The result is that Underwoods are scarce, but you can still buy my (rebuild) Standard Underwoods guaranteed good as new. I sell only standard Underwood machines, purchased direct from the Underwood factory. They are then rebuilt in my factory (the largest of its kind in the world) with new parts, obtained direct from the Underwood Company. Send for prices.

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Buy My Factory Rebuilt Underwoods. Choose Your Own Terms After 10 Days Free Trial; Pay When You're Fully Satisfied

Prove to yourself at my risk that my (rebuild) genuine standard Underwoods look, work and write like new. You don't even have to buy the machine, when you get it — try one of my Underwoods for 10 days free. It's the first step to cut your typewriter costs. Rent one at low monthly rates, then if you decide, after six months to buy, I'll allow you five months' rent and deduct it from my low price—or BUY it for cash, or get one on easy payments. But do so at once—ask for full facts now. Learn how I save you big money—mail the coupon today.

Send Coupon at Once and Save Big Money. Get the Facts NOW

25 years experience in rebuilding typewriters has taught me how to make my (rebuild like new) Underwoods stand any mechanical typewriter test. Buy, rent or earn one of my Underwoods—10 days FREE trial. Save big money—investigate this offer. Write a letter, mail a postal or send this coupon — BUT ACT QUICK, if you want one. Get busy now.

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Remember I Back My Underwoods With My FIVE YEAR GUARANTEE

one in the Kansas City terminals is very fond of Joe, and I am sure he will receive a warm welcome on his return to Coburg yard.

Oliver B. Maltby and infant son were both "flu" victims this month. I am pleased to report they have both fully recovered.

The last we heard from Ralph Francisco he was on a fourteen-day furlough in Nancy, France, February 16th, and expected to go to Paris. He said he spent February 11th with Rayburn Potter and they had a delightful time, and both were anxious to see their Kansas City friends.

George E. Ratcliff, several years a switch foreman in the Kansas City terminals, was killed in the Missouri Pacific yards. Funeral services were held the afternoon of March 9th from the Bethany Baptist church. Mr. Ratcliff had many friends in the terminal, who will mourn his loss.

Switch Foreman W. H. Brown is on our sick list this month. He has a severe cold and rheumatism. Hope he will be well soon.

Al Linder and his wife are just back from Phoenix, Ariz., where he joined the I. W. W., and now they are going to Chicago. Seems like some folks are just never satisfied to stay at home. The chief attraction in Chicago is the kid brother, just returned from France.

Ed Keefner started to work on his old job on the revising desk, Liberty-street station, March 13th. Mr. Johnson says it seems real homelike to see Ed's smiling face around the office.

Miss Lucille Smith has been in the hospital this month, having had her tonsils removed.

Our good Bill Clerk Paul Draver was taken from the office the morning of March 13th and is said to have developed a nice case of the "flu." Jesse Reeder and Paul Cassella have also been on our sick list this month.

Our safety first committeemen for the year 1919 are W. L. Richards and Albert H. Smith, representing the station force; J. H. Lord and Joe Ellermay, representing roundhouse; John Bammer and Harry Alexander, representing the engineers and firemen; J. T. Clark and William Renner, representing the car department; James Tigerman, representing yard clerks; J. P. Stewart and Fred McGrath, representing the switchmen, and Leo Landon and Roy Paxton, representing the police department, while D. Yarbrough and E. Bowers are looking after the section force. Any one having any suggestions to offer will please report to these men, who will handle with Superintendent Anderson for correction.

Conductors James and Tomlinson called in at Superintendent Anderson's office March 13th to be instructed in the art of filling out income-tax blanks.

The E. & S. W. Division.

M. J. Cavey.

Beyond any doubt a serious accident was averted when Brakeman Van Zandt on extra 8093 west, March 8th, discovered eighteen inches of flange gone on Southern car No. 121329 at Burlington. Surely Mr. Van Zandt will get the credit mark due him. Shortly after the discovery of the broken flange Conductor George Stauffer pictured himself buried under two or three carloads of threshing machines and tractors.

Conductor William Muckerheide laid off March 8th and 9th on account of examination of conscience.

Engineer Tom Owens is on the sick list.

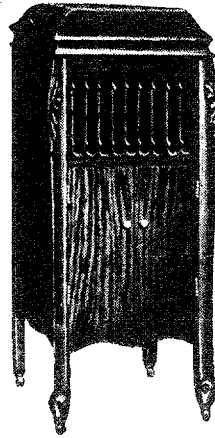
Conductor Callagan, his wife and Mr. Callagan's sister visited friends at Delavan March 4th.

H. J. Beamish doesn't know whether it is coal dust on his lip or symptoms of a mustache; but he resembles Charlie Chaplin more and more every day.

"Dear Hub.: Suppose when you go to Chicago again you will send us another bag of cabbage. Thanks for what we didn't get. Doc."

When Harrington J. Beamish took the first trick at Racine we thought he was sort of retiring from active service, but from the number of long-distance reservations he is continually asking for, he must be working overtime securing passenger business, just to keep from feeling lonesome. A short time ago H. J. was approached by a religious fanatic, who asked permission to kneel in the waiting room and pray to the good Lord for a ticket to Spokane. Harrington, in granting the request, suggested that he make special supplication to travel over the Milwaukee road, that being the only straight and narrow

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Please send me information in regard to your Health and Accident Insurance.

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\$100 Brings This Complete 7-Piece Set



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Note—This great set comes with chairs ready to put right into your room and sectional table which you set up in 5 minutes. Don't compare this with the so-called "knock-down" sets which come in 65 or 70 pieces for you to put together. No carpenter work for you to do on this Hartman set—no chance of getting shaky furniture because this set has the solid glue block construction. See if anyone else will guarantee to send you such a set as this at anywhere near our price. We will not sell the cheaper "knock-down" furniture and ask you to do a lot of work on it. Get this set that's complete—ready to use—solid, reliable.

For Living Room, Parlor or Library

Made of seasoned solid oak—in rich brown mission finish, smoothly waxed. 2 large Rockers, 1 with arms, 2 large Chairs, 1 with arms. Table, Tabourette and Book Ends. Rich cut-out design. Seats upholstered in imitation Spanish brown leather, well padded and very strong. Most comfortable, lasting and beautiful. Large arm chair and rocker 38 in. high, over all, from floor, and 25½ in. wide, over all. Seats 21x18 in. Smaller rocker and chair have seats 17x16. Table 24x36 in.; tabourette 17 in. high; octagon top about 12 in. wide. Book ends easily support large books. Shipped from Chicago warehouse or factory in western N. Y. State. Shpg. wt. about 200 lbs. Order by No. 110AMA9. Price \$24.65. Only \$1.00 now. Balance \$2.50 a month. If not satisfactory after 30 days trial return the set and we refund your \$1.00, and pay freight both ways. Send coupon and \$1.00 now.

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Name.....

Address.....

trail. The R. F. spent two hours in prayer, and returned the next day and repeated the performance, whereupon H. J. began to worry for fear the poor fellow would become discouraged and appeal to the devil for passage over the rival road.

Miss Edna Simmons, the thrifty clerk at Corliss, has ordered a new, self-winding, 30-h.p. tin Lizzie, this in spite of the objection of her father, J. W. S., who has made inquiries as to the cost of replacing telephone poles. Yardmaster Gibson of the safety first committee has suggested equipping the car with a man-catching fender, but he is only jealous because Edna has refused to let him use the Henry for switching out the B. & M.

Conductor Dave Grissenger has been sick for the last seven weeks, but is improving.

Engineer Tom Owens is on the sick list. Two passenger crews on Racine stub now—5:30 A. M. to 1:30 P. M. and 1:30 P. M. to 9:30 P. M.

A third switch crew was put on in Racine February 10th. Business is improving.

Mrs. H. J. Beamish is out after an operation for appendicitis.

Engineer P. J. Burns has purchased a new house in Racine.

Signal Department Bubbles.

"Suds."

Supervisors Breecher and Alexander were in recently, attending the supervisors' meeting held in Signal Engineer J. C. Mill's office once a month.

Charles Fowler has severed connections with the signal department and is now with Bill Seemuth of the valuation department. We wish him all success in his new field.

Neal Simpson is our new estimating engineer, vice Charles Fowler. Neal seems to be digging right down after the dope, and according to Fowler he'll have to dig pretty deep sometimes.

We had a very interesting letter from Marl Plumb lately, accompanied by some photographs of wrecked planes. Marl explained how these accidents occurred and seemed to be pretty thoroughly familiar with the right and wrong way to fly. He says it was because of his ability as an instructor that he was never sent across. He may remain in the service indefinitely.

Francis Applegate, salt water gob, formerly with the signal department installing light signals in Montana, stopped over two days on his way home to Plummer, Idaho. He had some great experiences to tell us. Helped to pick up survivors from the torpedoed British battleship Britannia, near Gibraltar, which was sunk two days before the armistice was signed. Francis is loud in his praises of the treatment accorded him while here in Milwaukee, claiming he felt more at home here than at any other place he had stopped since he landed back in the United States.

Elmer sent a \$1 bouquet to a certain person at Burlington recently. Claims she is a cousin, but we have our doubts.

P. D. Morehart was off a couple of days on account of the sickness of Mrs. Morehart. Wonder if he can cook the dinner and wash the dishes as well as he can dope out circuits.

We had a letter from John Dunn, along with a number of postcards of the town of Langres. Johnny must be expecting to leave soon for the U. S. A., as he gave me strict instructions to take all the tangles out of his fishing tackle.

Has anybody noticed the rubber heels on Herb Woods' shoes? Well, he's doing a little gumshoe work, trying to find out who sent him the nice valentine.

Charlie Fisher, our speed king on ice skates, is sure going good this winter. He took second at Lake Placid, New York, in the international races, competing against the crack skaters from the Atlantic states, middle west and Canada. Although Charlie lost the western championship at Milwaukee recently, he came back strong and won first on points at Minneapolis, beating Jew-traw, the skater from Lake Placid, who had not lost a race this year.

Deer Lodge Shop Notes.

"Pasty"

General Foreman J. A. Wright recently returned from Kansas City, where he was called on account of the death of his mother. Mr. Wright has the sincere sympathy of the shop in his bereavement.

G. F. Egeler, who used to be with the Milwaukee at Deer Lodge, as electrician, recently dropped in on his way back from France. Mr. Egeler was






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

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

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

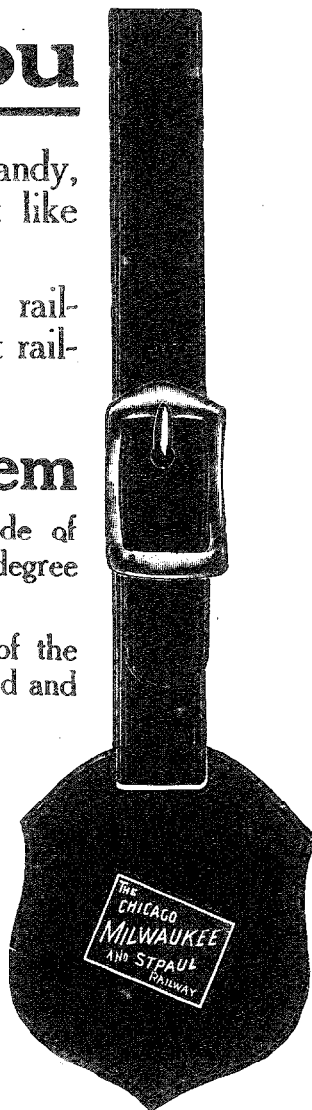
In the center of the fob there is an emblem of the Milwaukee System. The emblem is double plated and polished, thereby eliminating the possibility of tarnishing.

Wear a Milwaukee Emblem

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



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



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

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

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Address _____

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Mark Articles Desired

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

made captain of the regular army and reports a very exciting time in the Argonne Forest where he was for some time.

The master mechanic's office recently received a letter from Herbert Rusch, who has gained a commission in the navy, and has made several trips over there.

Miss Bessie Larsen and Mrs. Sadie Courtney, recently took a trip to Spokane, and report having had a splendid time.

Mr. McDonald has been recently appointed assistant division accountant, with offices at the shops.

Mr. Tower has been appointed chief division accountant, with offices at the superintendent's office. Mr. Tower succeeds A. A. DeLeo, who has been assigned to other duties.

C. A. Fox, supervisor of substations, has also moved his office force to the shops.

The Timekeeping Department has been reduced somewhat. We now have two men on the job. D. C. Peck, chief timekeeper, and Paul Hertz, assistant timekeeper. Mr. Hertz recently returned from the service.

The Store Department at Deer Lodge has been largely added to by the erection of a large floor space and platforms. J. V. Miller is a very busy man indeed, with the combination of regular store and outside stores which are now under his supervision.

E. H. Foster was recently transferred to the Car Department clerical force, after a prolonged service in the division master's office as chief clerk. H. W. Anderson succeeds Mr. Foster as chief clerk in the D. M. M.'s office. Here's wishing both the best of luck in their new positions.

Mrs. Mary Foster, mother of E. H. Foster, died recently. Mrs. Foster was a very estimable lady and was a pioneer of Montana, and will be missed by her many friends. Mr. Foster has the sympathy of a large circle of friends.

Miss Bessie Larsen has accepted a position in the division master mechanic's office.

Mr. McQuillan recently returned to work after some weeks absence, during which I understand, he bought a farm.

B. J. Matheson has returned from the service, and has taken a position in the division master mechanic's office as statistician.

Mrs. Beulah Blakeman has been engaged as stenographer by Storekeeper J. V. Miller.

Axel Strand, general car foreman, recently returned from a trip to the coast, where he attended a car foreman's meeting.

Miss Gertrude Hill of the clerical force of the car department, has just returned from a trip to Spokane and points west. Miss Hill was accompanied by her mother and both report having had a very pleasant trip.

W. I. Luzzadder is the proud possessor of a brand new daughter.

Alex Bachr also is the possessor of a boy.

Iowa Division (East) and Calmer Line.

L. L. Raymond.

J. V. Richardson has been appointed third trick operator at Oxford Junction, Operator Kell going to Ferguson as agent.

C. J. Olson has been appointed agent at Templeton for four months commencing March 1st.

R. E. Tathwell has been appointed agent at Teeds Grove for four months.

Tommy Glynn of Aberdeen spent a couple of days at Marion, attending a law suit, and was kept busy greeting many old friends.

The news of the death of Conductor Frank M. Kelley at Rockford was received with much regret by many friends on this division.

Conductor W. M. Hyde has been off duty several weeks and is receiving treatment in the Presbyterian hospital, Chicago. Conductor Thomas Freeman is on the Freeport-Clinton run during Conductor Hyde's absence.

Clyde Kinney, who has been soldiering in France, visited several days with Marion friends. Clyde has received an honorable discharge, and expresses himself as well satisfied and glad to have served in the U. S. army.

Operator Mac Stewart of Oxford Junction was away several days attending a funeral, C. J. Olson relieving.

Operator Floyd Minehart, Paralta, has been off duty two weeks on account of sickness, Gerald House relieving.

Mrs. E. H. Claussen, wife of the second operator at Green Island, left her purse containing about \$30 on No. 104 recently. A traveling man found it and wrote her from Chicago, asking her to describe it and he would return it to her. She did so, and received the purse with contents, except 13 cents for postage.

Mrs. W. R. Barber attended the wedding of her niece at Milwaukee.

Engineer and Mrs. G. W. McElwain visited their son Allen at Camp Dodge, who arrived there early in March from overseas.

Dispatcher James S. Keenan was in Marion on a brief business trip recently.

Born, to Station Agent and Mrs. W. T. Bright of Elwood, a son, February 23d. Congratulations hereby extended.

A. De Garmo's headquarters are temporarily at Minneapolis; Mr. Stephens back at Marion during Mr. De Garmo's absence.

Grant Easterly, pile driver engineer, is spending a few weeks in New York.

C. W. Lane, B. and B. carpenter, is in Florida on a business trip.

Conductor Charles N. Dow was off duty on account of illness, J. R. Roberts relieving.

Agent C. Edingham of DeWitt was absent for several days, Roy Tathwell relieving.

Engineer Grover Patterson has returned to Marion, having received an honorable discharge from army service. He was located on the Mexican border most of the time. He looks fine.

Lineman J. Tobin of Marion looks after the telephone as well as telegraph repairs. Roy J. Coker takes charge of telegraph repairs on the Calmar line, relieving E. C. Conboy. Mr. Coker's headquarters are at Oxford Junction.

R. C. Blakeslee of Milwaukee spent a day or two at Marion on business.

"Happy Jack" Lawler stopped over in Marion one day recently while out on a tour settling grain claims. He looks natural.

Who seeks success

Must look for it in paths untrod before,
Must journey on, though weary and footsore;
Striving to climb, though steep the mountain seems,

Having the courage to make real his dreams,
Enduring pain and heartache, bitter sorrow,
Looking always for better things tomorrow;
Life's prizes are hung high and out of view,
And some reached only by our failures, too;
Who seeks success must falter not nor shirk,
The only road that leads to it is work.

—Edgar A. Guest.

On Thursday evening, February 13th, the clerks and station employees at Marion were organized as a local lodge of the Brotherhood of Railway Clerks under the name of Rainbow Lodge No. 692. The application for a charter was signed by thirty-six employees at this point and a large proportion of this number were in attendance at the meeting.

Officers elected were: President, F. J. Cleveland; vice president, W. K. Lothian; recording secretary, Alice McGuire; financial secretary and treasurer, Star M. Klink.

The outlook for the organization is most promising, and no doubt most employees eligible to membership on the Iowa Division will affiliate with the lodge. In fact, Perry has signified such a desire, and at the meeting held nine petitions for membership were presented from there. The officers will be pleased to hear from all employees with a view of affiliating with us.

Atkins Roundhouse News—Atkins, Iowa.

The new Atkins terminal was visited this week by General Chairman A. O. Smith of the Brotherhood of Locomotive Engineers, accompanied by Local Chairman Oscar Woods and F. L. Williams.

Engineer Grover Patterson is back in the harness again, after about a year in the service of Uncle Sam, having just been discharged from a mounted band camp in Texas.

Machinist Jack Law, who has been first trick slip foreman the last six months, is back at the bench and is succeeded by Machinist Ed Crawford.

Iowa Division Storekeeper Ed. W. Griffith gave us a couple of days of his time this week.

Local Chairman Roy Oaks of the Kansas City Division was in Marion the 13th, in attendance at the B. of L. E. meeting.

Haven't had a glimpse of Smiling Frank Mer-

ton for several weeks. What's the matter, Frank? Lots of business on the Illinois Division?

Representative gathering of engineers and firemen off the Iowa and Kansas City divisions met at Marion the 13th, to settle the future of the seniority rights of men in Cedar Rapids yards, and for the present the men remain K. C.

General Yardmaster Crain anticipated the May-day moving craze by about two months, and beat the rest of us to about the only empty house in Atkins by moving here March 1st. That's No. 1 to say "Good-by" to old Marion.

"Half-time" Tommie Glynn, who was formerly adjuster of personal claims at Marion, but now at Aberdeen, called on us this week.

News just received tells of the death of Engineer Harry Berry. Harry was making an extra trip firing passenger, and received his injuries when his engine was derailed by striking a horse near Panama, March 12th.

Miss Idelle Fullerton and Miss Bess Carver spent the 9th in Omaha, visiting relatives.

Ben H. Giles, the veteran passenger engineer, is receiving the condolences of the entire division on account of the death of his wife, which occurred at their home in Perry, March 11th.

Prairie Du Chien Notes.

L. H. R. Mayville.

Did the ground-hog see his shadow? Some say he did, but from present weather we are having, think he did not.

The chief dispatcher's office says that the freight tonnage handled this year more than doubled that of last year for the month of January. Glad our division has such a good record to show. We do know, however, that our coal pile this winter does not disappear as fast as last winter.

News Notes has it that the tulips which are planted around the state capitol building have started to grow.

On a trip to Milwaukee recently we note a number of changes at the Union station. It has been repainted and put in sanitary shape, while the ticket offices have changed places with the Interstate newsstand, giving the ticket office much more sunlight.

Charles Payne of the general office is acting as chief clerk during the absence of Otto Kloetznor, who is taking a much needed vacation in the south. Cards were received from Otto at Jacksonville, Fla. He says he is having a great time.

George Minart, baggageman at West Madison, has left the service and returned to Stoughton.

Charles Ferguson, Cottage avenue, Madison, Wis., who has recently returned after receiving honorable discharge from the army, has taken this position.

Frank O'Leary, night ticket clerk, was absent a few days with a severe attack of the grip. Former Night Ticket Clerk A. P. St. John very graciously helped out the office at this time.

Superintendent J. A. MacDonald and Ticket Agent J. C. Prien were visitors on the Prairie Du Sac line February 4th on official business.

A card from Maurice Goggins, recently, says he has been in base hospital with bronchitis, but is better now, and expects to be home very soon.

Baggageman Charles Ferguson came to work March 6th wearing a Roosevelt smile and carrying a box of cigars. Reason: A big, eight-pound boy arrived at his home that morning, Charles says "he's going to be a soldier, too," like his dad.

We also chronicle the arrival of a boy at the home of Brakeman and Mrs. Leo Cooper, 31 South Mills street, on February 26th.

Business car No. 333, carrying E. O. Bradshaw and party, passed through Madison the 12th, en route over the P. D. C. Division. Superintendent J. A. MacDonald accompanied them to North McGregor.

Superintendent J. A. MacDonald, Ticket Agent J. C. Prien and D. T. and P. A. W. Winton were Chicago visitors Monday, March 10th.

A few weeks ago we were privileged to hear a talk from our general manager, J. T. Gillick, in which he outlined the necessity of conserving and cutting down on useless expense all over the system. He cited several cases where men are being paid for jobs that are unnecessary but are being done from habit. He suggested a committee being appointed to receive communications giving instances where money could be saved at Madison and points near by. Eugene Lawrence, machinist,

was appointed by Mr. MacDonald as chairman, and John Conlin, freight cashier, as secretary. We have several very good live wires around Madison who are doing everything in their power to unearth some of these unnecessary expenditures, and judging from reports are unearthing a few other things as well, such as reasons why people bill freight to Madison and to a connecting line en route to Chicago instead of over our line direct, etc.

J. Crystal, conductor on C. & M. Division trains 131 and 146, had the misfortune to lose his wife recently. We did not learn full particulars. Our deepest sympathy is extended to him in his great loss.

James Coleman, ticket agent at Beloit, was a Madison visitor recently.

Steamfitters are again at work at Madison roundhouse.

We learn that Joe Knutson has resigned his position as baggageman at East Madison, and that Wesley Kessler, now night baggageman at West Madison, will take charge. We do not know where Joe is going, but we wish him success wherever it is.

We expect some news notes from the mechanical department, the roundhouse and the superintendent's office, but if they come as they have in the last few months we may be disappointed.

Are you planning a victory garden this summer? Don't forget them. Victory gardens will be just as necessary this year as war gardens were last year. In addition to a garden yours truly is planning on a flock of chickens. Oh, no; they won't bother the garden.

Miss Gladys Swenson, stenographer to R. E. Sizer, trainmaster, is ill at home with a bad cold, threatening pneumonia. Present reports are that she is not improving much. Hope by the time this goes to press she will be back among us. The "flu" has again got a sweeping start in Madison, and there is talk of closing all schools, churches, etc. Of course, the movies will run to packed houses, as usual. The "flu" is nothing to them. Later word is that Miss Gladys is quarantined with the dreaded "flu." We hope for a speedy and complete recovery.

Word received from Otto Kloetznor, chief clerk in the general office, states that he is at Sherman, Tex., en route to Los Angeles, Cal., where he expects to remain several weeks. He says he is having a great time. Charles Payne, division accountant, is still on the job in Otto's place. J. W. Langford is occupying the position as division accountant temporarily.

Don Farris, John Rumelfanger and some others went for the week-end to Milwaukee and Chicago. Is Madison too tame for you, boys?

Miss Patricia Foley, stenographer, went home for a few days on account of the death of her uncle.

The Brotherhood of Railway Clerks, Lodge No. 564, gave a dance March 4th at the Studio dancing hall. It was well attended, over 100 couples being there.

Quite a number of our office force is going to attend the war exposition at Milwaukee for over the week-end.

Our warehouse foreman, William Dunn, was badly hurt in a wreck at Janesville, where the C. & N. W. train ran into the C. M. & St. P., hitting the rear end of the baggage car and the front end of the smoker. It caught Mr. Dunn just as he was leaving the train. We hope to have him back soon. Several others were also injured.

Miss Grace Lyons is absent from the office on account of illness.

Madison is blessed with several bowling fans, and the following is the way they gave an account of themselves:

Gale Saddy, chief clerk at the freight office, and William Blau, engineer on LaCrosse Division, better known as the "Toledo Twins," have become notorious bowlers by perfection of the "Hank Marino Hook Ball." When they hit the pins at Toledo there should be some excitement.

Mike O'Neill, switchman in Madison yards, has perfected his "Cabbage Ball," and should also show up well at the Toledo tournament.

"Chief" Meyers, operator, has been doing considerable practice with his "Dodo Ball," and from all reports will do SOME pin smashing.

Jack Conlin, cashier, has perfected his "Pose Ball," and from the way he poses his ball he ought to land all the pins.

Musselshell Division.*F. L. Thomas.*

Arthur Van Camp, fireman on this division, was very seriously injured at Terry the early part of March when he fell from his engine, alighting on his head. At first it was thought this his neck was broken, as he was unconscious for a couple of hours. He was brought to Miles City on No. 15 and taken to his home, where he is improving and expects to be out in a short time.

Mr. Pease, who has been third trick operator at Plevna, has been assigned to Ismay agency.

E. C. Olson, clerk in Superintendent Phelan's office, was called to the bedside of his sister at Brainerd, Minn.

Homer Lyons, switchman, was passing the cigars around recently—not paying an election bet, but on account of the arrival of a young rail-roader at his residence.

C. H. Slagle anticipates a vacation in the near future, which will be spent at his old home in western Wisconsin.

N. S. Johnson, for some time operator at Ismay, has been assigned to the agency at Geneva.

James McGuire has been appointed roundhouse foreman, succeeding A. E. Kellum, who has resigned.

Car Foreman W. G. Densmore is making a business trip over the lines east.

Conductor Horace Countryman has returned after a short vacation spent in Colorado, California and Washington.

J. G. Jorgenson, brakeman on this division, is recovering from an attack of typhoid fever. He will return to work in the near future.

Operator F. P. Rozum is confined to his home with a slight attack of pleurisy.

Engineer Charles Schmickrath is enjoying (?) an enforced vacation, due to illness.

N. H. Fuller, assistant trainmaster, has returned from his legislative duties at Helena.

F. C. Hodewald, who for some time has been agent at Geneva, has resigned and expects to locate in California.

Conductor Morgan, who has been in ill health for some time past, is improving and expects to return to work in a short time.

Miss Charlotte Harris and Miss Gladys Figg of the Miles City freight house visited friends in Lewistown over Sunday the latter end of the month.

Agent J. H. Sasser's wife recently returned from visiting home folks in Mississippi.

H. J. Shepard, for some time past manager of the western commissary store department at Miles City, is taking a leave of absence for six months, and will raise a victory crop on his ranch, the weather permitting.

Iowa Division.*Ruby Eckman*

Lars Larsen, Council Bluffs switchman, David Erlwine, Mandalia switchman, E. C. Robbins, Perry switchman, and Conductor A. N. Drake, have returned from the army and resumed their old places on the road.

Brakeman A. E. Brooks had the misfortune to drop a barrel on his foot while unloading way freight a few weeks ago, causing an injury which kept him from work for some time. During the time he was off duty he visited his mother in South Dakota.

Brakeman John Searles, who has been off duty nearly all winter on account of sickness, made a trip to Southern Arkansas, the latter part of March. Mrs. Searles accompanied him.

Brakeman J. A. Gill, who was off duty for several weeks on account of sickness, resumed work in March.

Brakeman Ralph Goodwin has joined the ranks of property owners in Perry, having purchased a home with an acreage, in the northern part of the city.

Brakeman W. J. Moran went to his home in Milan, Mo., the latter part of February, to visit his father and while there was taken very seriously sick, so that he was unable to return to Perry for several weeks.

E. H. Adams, Des Moines Division conductor, who has been making Perry his home, moved to Rockwell City the forepart of March.

Des Moines Division conductor, G. W. Moore's, wife and daughter are spending several weeks with relatives in California.



"STORY HOUR" at "Your Home," Johnson City, N. Y. A Free Library for Our Workers.

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**TANNERS AND SHOEMAKERS
FOR WORKERS AND THEIR CHILDREN**

ENDICOTT

NEW YORK

Fred Brugeman, former yardmaster at Perry, who is now running a service car for the Union Pacific, was in Perry the forepart of March, attending to the sale of his residence property.

Conductor L. A. Hurlburt has gone to Fairbury, Neb., to spend a few weeks attending to business matters and visiting relatives.

Ticket Clerk Hugh Jones of the Perry office force, went to Delhi, the forepart of March, for a visit with Agent M. C. Jacobs. Mrs. Jones accompanied him.

Engineer O. G. Bowman and family, were called to Marion the fore part of March, on account of the death of Mrs. Bowman's sister, Mrs. Taylor, who has been sick for several months.

On March 6th a fine baby boy was born to Engineer and Mrs. John Conway, at their home in Perry. John says the lad is a dandy.

Sergt. Charles Stoner, who recently returned from France, is at Camp Dodge base hospital, having had an operation performed for the removal of a trouble which developed while he was in the service. He expects to receive his discharge soon and will resume his work as an engineer on the road.

Engineer Wallace Shipton's wife was out from Savanna, the fore part of March, for a visit with her mother, who resides in Perry.

John Gorman, former machine apprentice, who has been in France, has returned to Perry for a visit before going to Havelock, Neb., to resume his work at his trade.

Switchman Bert Capron of the Manilla yard force, had a narrow escape from a serious accident the fore part of March. He jumped from a car which he was placing in the cinder pit and slipped on the ice, falling back into the pit just as the cars came. One foot was badly bruised, but he was fortunate in that it was not crushed.

LeRoy Fesseler of Ripley, has recently taken a position as clerk at Perry roundhouse, relieving L. A. Walton, who will devote his time to his real estate business.

A number of new machinists have been added to the force at Perry, since all the departments were put on an eight hour working basis.

F. E. Boyce, stationery engineer at Perry, has resigned and has moved to Soo Falls, S. D., to take a position on the road. Edward Anderson, who has been the stationery fireman, was promoted to the position of engineer.

Jesse Moore, who has charge of the roundhouse fire department nights, made a very good record in getting the equipment out and water turned on a burning building, the morning of March 11th. The fire knockers shanty caught fire, and in two minutes the department had assembled from their different positions in the roundhouse, secured the truck from near the power house, made the hose connections in the roundhouse and had a stream of water on the buildings. The prompt action of the men saved the adjacent buildings from fire.

C. E. Evitts of the roundhouse clerical force, made a business trip to Chicago, the fore part of the month.

Conductor H. W. Lee made a business trip to Bonesteel, S. D., the latter part of February, to sell a farm which he homesteaded there some years ago.

On February 28th, Conductor and Mrs. F. E. Wagner, welcomed a fine baby boy into their home in Perry.

Engineer Mel Foster, who has injured a few days before Christmas, and who had a very sore hand as a result of blood poisoning, was able to resume work the fore part of March. He is on 34 and 35, between Perry and Manilla.

Conductor Frank Dow, who has been making his home in Council Bluffs since his marriage, has recently moved to Perry.

J. S. Keenan, who recently received his discharge from the U. S. Army, was in Perry the fore part of March, on his way home to resume his trick at Aberdeen. James received his commission as lieutenant the day the armistice was signed.

Edward Jordan of the car department force, had a pleasant visit with relatives in Kinsley, Kans., in February.

Charles Willis of the car department force, has been attending to business matters and visiting relatives in Texas for a few weeks.

Elmer Willis resumed work on the repair track

the fore part of March, after a several weeks lay off, on account of sickness.

Herbert Ayers, who has been working for the car department for some time, has moved his family to Perry from Rawson.

Major W. E. Draper returned to Manilla to resume the practice of medicine, the fore part of March. Dr. Draper, who is company surgeon, enlisted with a company that was formed in Council Bluffs, receiving first, a lieutenant's commission and advanced to the position of Major while in the service.

The latter part of February, a delegation from the B. of L. E., called on Engineer J. T. Deland, at his home in Perry. During their visit they presented him with a badge which he prizes quite highly as it indicates that he is a member of the Grand International Division of the B. of L. E., an honor which is conferred upon members of forty years standing. Mr. Deland's membership in the B. of L. E., dates back forty-two years. He has been a member of Lodge 203 since 1883, and has held every office from guard to Chief Engineer, and has served on every different committee appointed. For some months past Mr. Deland's health has been such that he cannot work, but he continues to have an interest in the order and attends its meetings. During the visit of the brothers, some fast runs were made and many interesting experiences related.

The B. of R. T. members demonstrated to their women folks that they could entertain as well as the ladies. At a recent meeting at their hall in Perry, the ladies were invited to spend the afternoon and a committee from the B. of R. T. cooked and served as fine a meal as the ladies had ever eaten. The auxiliary has been serving banquets to the trainmen when they had initiations for some time and the social event in February was sort of an evenner.

Roy Slack, recently appointed agent at Haverhill, while going through the records and files in his office came across some local tickets good between Haverhill and State Center Junction, Ia. State Center Junction was a station on the Iowa Division, about the time the link and pins were in use as couplers, and when a 15 and H4 were considered monstrous engines.

C. E. Miller, who was appointed first trick operator Perry yard, has moved here and is now working the on job.

Mrs. Ben Gilles, wife of engineer Giles, one of the older passenger engineers, died very suddenly at her home in Perry, the fore part of March. Mrs. Gilles had been in her usual good health and had been down town making purchases for dinner. On her way home she stopped into another apartment in the same building in which she lives and while there was stricken and died within a couple of hours. Engineer Giles was on his run at Savanna at the time and was summoned home, as was also her son, Frank, and family, who live in Sioux City. The funeral was held March 12th. Burial was made in Perry.

On the morning of March 12th, No. 12, the through passenger train, in charge of Conductor Dignan, with Engineer Johnson and Fireman Berry, struck a horse, just west of the house track switch at Panama. The animal was dragged to the switch and there derailed the engine. The engine left the track and turned over on her side down a seven foot embankment, killing the fireman instantly and pinning him down so that his body could not be removed till the derrick arrived. Engineer Johnson escaped without injury. The remains of Fireman Berry were brought to Perry and burial made on March 14th. He leaves a wife and one child, besides his parents and a number of brothers.

Signal Department Wigwags—Lines West.

Slim.

Greetings: Are you sure that you are one hundred per cent American? In these trying times, its powerful easy to forget, especially if you haven't received your back pay check, and turn Red or Bolshevik.

Did you notice the "Lines East," write up last month? Bet "Suds" used a whole bar of Ivory to get that many "Bubbles."

Don't understand all I know about that receipt (or is it receipt) for moisture, N. B. S., but we saw "Sted" the other day and he says the

"Scribes" are to have a convention in some moist spot before the world goes dry, so we can live on hope, for a time.

How do you all like this twice a month pay stunt? It goes fine for us, only bad thing is, we've been trying to explain why we are not getting them the first and fifteenth of the month.

O. & W. Smith showed up several days in succession, and cleaned up on the Luncheon Card Club.

R. B. Jeffery, late Maintainer at Corfu, now at Cedar Falls, paid us a visit. R. Beeuwkes and D. McEwen, also looked in on us.

N. J. Westermarck visited on business, mostly to find out how to make out the new overtime slips.

D. C. Signals were taken out of service February 15th, between Maple Valley and Cedar Falls. The only D. C. Signals in service, west of Othello, are between Cle Elum and Cedar Falls, over the Cascade Mountains, and these may come out any minute if the weather lets up enough so Mallanny's crews can work.

Have had so many requests as to where this fellow or that one was working—that can be answered all at once by giving the line up of the crews now at work which are as follows:

Ford crew, last reported around Cle Elum.

C. T. Burk, John McLeod, V. C. Crawford, Ralph Townsend, Gus Walters, O. W. Jackson, O. A. Davis, J. S. Moorefield and F. P. Purcell.

Hammond's crew, getting wet, somewhere between Cedar Falls and west.

Wm. Douglass, L. W. Brady, J. H. Grady, Robt. Johnson, Richard LeRoy, James O'Dore, Sr., Andrew Olsen, P. T. Wiltz, Mach. M. Penix and Wm. Hylan.

Writing Grady's name just recalls that we received notice that if we wanted to know anything about fish, fish laws, places to fish, or anything in connection, just ask Joe, as he knows all about it, legal, illegal, lawful or unlawful.

O'Dores crew, bucking wind in the Columbia Desert.

Fred Doerge, J. McCray, Linden Haven, John Janick, Joe Trussel, Ben Townsend, Joe Brown, John McCafferty and Chas. Nelson.

Stephen's crew, in the land of the Big Baked Potatoes.

R. C. (Hy) Brainard, C. Anderson, Eric Carlsen, Geo. Carr, F. McGowan, P. H. Kennedy, J. L. Keeling, T. Gilgerton, Chester Rambolt, Charles Frosberg, Fred DeBaufer and John Quinn.

Harry Wades contributes the following:

How wide is a narrow escape? or How short is a short circuit? That will just about do for him. Here is a good union man working his hens eighteen hours by some kind of fake sunlight system he has rigged up in his hen house. He swears this is Ok as the hens haven't a Bolshevik Walking Delegate to protect their interests.

Floyd Eshelman came back on his old job after a year and a half service with Uncle Sam. He looks about the same as he used to, but, Oh, Boy, you should see him in action. Wonder what kind of a team he and M. J. Plumb would make with the girls.

Effective March 1st, R. F. Tyler is general signal inspector; E. P. Allen, signal supervisor, Coast Division; W. E. Dill, signal inspector,

assigned to new work on Trans-Missouri and Musselshell Divisions.

Death of father, called C. K. and F. C. Milns to Ontario, Calif., February 12th. We extend sympathies.

Last time we heard from F. M. Applegate, he was with the "Devil Dogs," on Gibraltar, but he is now back and out of service, deodorized, demoralized, disorganized or whatever it is they do before they can wear a red stripe on their left arm.

Mike Biddle is busy moving train order signals around Waltham and Winnett, and we understand he is busy keeping on the move so his Butte girl can't catch up close enough to marry him. No use, Mike, might as well give up—she sure will get you in the end. Anyhow, Mike must be fickle, because last month he was getting passionate letters from Spokane.

Wieberg's crew installed Maudlow Crossing Bell (Wig Wag Type) at Maudlow, Mont., and now changing impedance bonds between Harlow and Three Forks.

After all the heat, R. A. L. and several others, had loading and unloading signal material for a hurry up job at Garrison Tunnel, the job was completed and put in service so the N. P. can use tracks through Milwaukee Tunnel, for the time necessary to concrete their tunnel.

Instructions have been issued to unify Signal and Telegraph department maintenance forces where we now have automatic signals between Othello and Harlowtown. Signal maintainers will assume the additional responsibility of maintaining telegraph department's line wires and equipment with the assistance and supervision of one or two men retained by the telegraph department, to look after general equipment and primarily be responsible for telegraph service at the larger offices. Division linemen's territories were re-arranged to include lines outside of automatic signal territory. Division linemen displaced as a result of this reduction, may in turn displace the youngest assigned division linemen on other sections west of Mohrbridge, or have the option of entering the signal service in the capacity of maintainers or helpers, as their merit and ability justify.

It has been rumored that the Editor of the Buzzard has allied himself with the Bolsheviks. Ask to borrow something from the laboratory, and he will give you a demonstration. (We are telling this to you, but *please* don't mention it to Slim, or we will have to do some "tall" explaining, as to just how this slipped by his blue pencil.—*The Bunch*.)

Dubuque Division.

J. J. Rellihan.

Peter Campbell, formerly a brakeman on this division, employed by the A. Y. McDonald Mfg. Co., was killed in an automobile accident, the truck in which he was riding being struck by a C. G. W. passenger train on a crossing in Dubuque.

Lineman O. C. Olson had the misfortune to fall from a telegraph pole, spraining one of his ankles, which has kept him on crutches for the past month.

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Our first item last month read "business is rotten," but the editor blue penciled it, and its a good thing she did, for since that time everything has been booming. On account of no ice in the river it was necessary for the Company to get their supply from lakes on the W. V. Division and all available train and enginemen were put back to work. The last few days things are slackening up a little.

Pump repairer W. H. Esmay was called to Dubuque to attend a boiler inspection meeting. Some very important matters were discussed, and gatherings of this kind will be held often.

J. E. Rickets, who has been general car foreman at Dubuque for the past 19 years, left on Feb. 24th for Spirit Lake, Idaho, where he accepts a better position. As a token of the high regard in which he was held by the employees under him he was presented with a gold watch and chain. Mr. Rickets has been employed by the company for the past 30 years.

The water tank at Waukon Junction is now finished and as soon as a gas engine is put in the Junction will be one of the important places on the Dubuque Division. It was the intention to put in a flowing well at that point, but after going down somewhere in the neighborhood of 600 feet without results, it was decided to discontinue the work for fear of getting into salt water.

Operator A. F. Mullane who enlisted in the navy last summer, has been discharged and will possibly be working as telegrapher again in a short time.

Baggageman Sam Hess met with a painful accident the latter part of February. Brakeman Schroeder is handling the cream cans during his absence.

A second trick operator has been put on at Buena Vista. Miss Marion Slater is now working there, the bulletin running out on the 15th.

Walter Wiedner and Brakeman Dissell are now assigned to the Waukon line, displacing Brakemen Stone and T. P. O'Neill.

A new stock yard well has been sunk at Harpers Ferry. 4-inch casing was driven for a depth of 65 feet and an abundance of water is now available.

A dandy Safety meeting was held at Dubuque, February 27th, with nearly a full representation. Some very important subjects came up and practically all suggestions at the previous meeting were disposed of. It seem that the employees of the Dubuque Division are taking a great deal of interest in this matter, much to the pleasure of Superintendent Thurber.

Operator McDonald of Mason City, has been working in the dispatcher's office for a couple of weeks while the boys were on their monthly vacation. M. J. Thompson, the day operator, doing the dispatching, second trick.

The employees of Dubuque Shops will give a dance, March 17th, and a hasty look at the program reveals that everything will be carried out in Irish style, from soup to nuts.

W. H. Oliver has been appointed chief clerk in the assistant superintendent, motive power's office, at Dubuque.

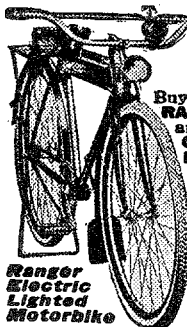
Engineer Al. Koch has been mustered out of service and is now working out of Dubuque. Engineer Koch, with a rating of Chief Mechanic, U. S. Navy, had the pleasure of being in charge of the naval gun crew, which started the bombardment of Metz, and has many thrilling yarns to relate, concerning his narrow escapes.

Walter Stiles, stock clerk, in the store department, recently decided that two can live almost as cheap as one, and is enjoying a honeymoon, at the present.

Prof. Henry Vogel has returned from Savauna, Ill., where he has been instructing the clerks at that point, in the art of keeping time.

Ernest Keck, boilermaker, has returned from an extended visit with relatives and friends, at Minneapolis.

Some changes were made in the offices in Dubuque. The superintendent's private office is still in the southeast corner and the trainmaster occupies the room in the southwest corner. The dispatcher's office was moved to the north end of the building, the rest of the floor space being occupied by the chief clerk and his army. The work was designed by Chief Clerk Cameron, and it is quite artistic.



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Unusual interest is being displayed here, as to the outcome of the wrestling match to be staged at Dubuque, March 17th, between Engineer Henry Engel and "Johnny" Meyers, of Chicago. The match will determine who is entitled to use the title "middleweight champion of the world." Needless to say, the enginemen will be there en masse.

S. O. S. Tacoma Tide Flats.

R. R.

We wish to express our deepest sympathy to the bereaved family of the late P. A. Ganty.

The Mechanical Department haven't anything to say this month. Miss Simm reports everyone seems well and happy including P. Horr, Al. Pentecost, and herself.

Bobby is still worried over a little military affair of course, really the army is stronger, Bobby, but judging from personal inspection, I think the navy has it over the army in your case.

G. Felzer has returned to the Store Department as divisional storekeeper. G. Pyette having accepted the position of shop accountant.

Nothing much to say this month, but glad to hear we are to have a new office soon. By we, I mean Accounting Department.

Yes, we've lost Betty, but not the way we thought. She is not with us in the Accounting Department, but remained with the State Department. Aren't you glad and happy now, Hazen.

Shook hands with P. T. O'Neill again, and hope that pleasure will occur more often at the shops.

Miss Peg. Burke was home awhile and it seemed like it ought to be again to some of us, here in Tacoma, and one at Camp Lewis. O-U-R-A.

Haven't heard any late reports about 11th and K streets. But Kilmer has given up the prospects of a home in Puyallup. Dorsey is still interested in South Tacoma, as far as I can see, and A. Johnson, well, he appears to about the same.

Miss Mary Simm is still very much interested in the Machine Shop, and, well I guess maybe there is a reason.

Our army is becoming a little larger, that is our Q. M. Department; have two soldiers with us now, L. D. Boyle having joined the Store Department office force.

Miss Rose Swift is undecided as to where she will want to stay, when we get our new office.

A. C. Beinert has been seen lately, on 36th street—oh, about 11:20. Well it only goes to show it takes two people to make one happy, and then both are the same way.

Miss Ruth Snyder is looking forward to the summer time. We are wondering why.

The Car Department seems sort of still and noiseless, or else they don't wish to be known, however, I hope to see a little in print about them when the Accounting Department is right next door.

Miss Minnie Gerard is interested in the navy aviators. Can't blame her. The uniform is lovely, but isn't it what fills the uniform that counts an awful lot?

Yes, we agree Murray Anderson is very nice, has taking ways. But he returned the adding machine.

Miss Vesta Riddell is half way between army and civil life. Can't blame the boys, however, we hope its another victory for the army.

C. & M. Division Notes.

B. J. Simen.

Conductor William Kirkwood died very suddenly on March 3rd. He worked in on his run, No. 160, on Sunday, March 2nd, and deadheaded to Milwaukee on No. 3, went home and at 4 a. m., he died of heart trouble. It was a great shock to his friends. Kirk was a favorite among the boys and we keenly feel our loss. The bereaved family has our heartfelt sympathy.

Engineer Elmer W. Lawrence of Libertyville, has been laying off for several days account of chronic stomach trouble. An operation is necessary to give him permanent relief, and he is arranging to go to a Waukegan hospital within the next few days for this operation.

Fireman Vaughan (Smoke) Williams, has been off for about six weeks. He is just recovering from an operation performed at the Garfield Park hospital in Chicago. He is getting along fine and resumed work a few days ago.

Conductor Tommie Bamber has been a patient at St. Mary's hospital, Chicago, for several days; it was necessary to have one of his kidney removed. He is getting along nicely and expects to go to work in a few days.

Fireman Oscar E. Warner has taken his wife to the sanitarium at Prairie du Chien, for treatment for inflammatory rheumatism. Mrs. Warner expects to remain there for a few weeks.

The night yardmaster's position at Rondout has been abolished, we understand that A. L. Jackson, former yardmaster, is selling stock in Chicago.

Engineer Hi Robbins was visiting relatives in North Dakota, and while there was taken sick and was not able to work for a month. He now runs on Nos. 151, 152, 35 and 38.

Thirteen hundred cars of ice from Wausau, Duluth, Pewaukee, Iron Mountain and other northern points are being shipped to Long Lake, Ill., and Fox Lake, Ill., to fill the Consumers Company's ice houses at these points. On account of the mildness of the winter, no ice was available here.

The "Red Hummer," running between Western avenue and Bensenville, for the accommodation of employees, is a very swift run, it has the reputation of always being a block ahead of the man that is trying to catch it.

Conductor Ray Abbott is doing his first running on work train, handling ice at Long Lake. We congratulate you, Ray, and hope that you soon will be captain of a bunch of "varnished cars."

Conductor H. A. LaRoy, with his son, Major Herbert LaRoy, are spending a few weeks in California. Conductor Chrystal is relieving him.

Conductor C. M. Joss is laying off for a few days. Conductor Breenan is working his place.

Roadmaster E. E. Cush and wife, of Savanna, visited with the family of Agent M. W. Speer, at Libertyville, for a few days.

Second trick operators have been put on at Round Lake, Fox Lake and Walworth. At all other stations, with the exception of the towers, the agent works only eight hours.

Mrs. Slade, wife of Conductor Arthur Slade, and her daughter, Mrs. Bingham, visited at Libertyville.

Mrs. Dalee, wife of Conductor J. L. Dalee, was in the wreck at Latham Park. She was slightly injured, but is getting along nicely.

Mr. and Mrs. B. J. Simen and baby, Edith, of Libertyville, spent Sunday, March 16th, with relatives at Lincoln, Ill. Mrs. Simen will remain for a week.

Brakeman James Reed was called home from his run on the Jamesville Line way freight, on account of the serious illness of his baby boy. According to later reports, the infant was much better.

Operator L. M. Oskins, who was working extra on the second trick at Rondout Tower, has returned to his regular job as first trick man at Raney.

Account of reducing the force in the dispatcher's office in Chicago, Dispatcher R. L. Hamilton has returned to third trick at Wadsworth tower and Dispatcher H. C. Cone is back on the second trick at Rondout Tower.

Operator Herman Hoganson, formerly of Tower 13, has taken the second trick at Tower A-23.

Operator Joe Beinstock is second trick man at Walworth and Operator Turner has been appointed second trick man at Round Lake.

Mrs. Schaezle, wife of Engineer Albert Schaezle, passed away Sunday morning, March 9th, at the family residence, 15 Johnson avenue, Dubuque, after an illness of ten days duration with pneumonia. Deceased was born and raised at Reno, Minn., and since her marriage twelve years ago, has made Dubuque her home. Besides her husband, she is survived by three daughters.

Office of Car Accountant.

"Sis Hopkins."

A. J. Van Schoyck of Mr. Whipple's office recently paid us a visit.

Ed Doyle of Mannheim was in, shaking hands with old friends.

Harry Wilkinson is the new ice man.

Our bowling team still boasts of a clean record. On Sunday, February 23d, they met and defeated the yard office team of Bensonville terminal by a total of 135 pins, this office having a grand total of 2489 against 2352 for the losers. They also carried honors for high game, with a total of 350 pins. Herman Treskett and Miller both had aver-

ages of better than 190, while Anderson was close on their heels. Too much credit can not be given to our loyal rooters, among whom were Mr. Keller, "Bill" Mauch, Charles Hill, and in fact all the sporting blood of the office, and if rooting could be taken into consideration our team could not be beaten.

The "Beech Nut" crew of the Reclaim is again fully organized, having initiated Carl Meier back into the fold.

Harry Strohmeier, with the poetical disposition, announced his latest, as follows: "Eat sheet music and spittoon (time)."

Miss Alice O'Neil entertained her department at a bunco, and the girls say the hostess looked quite as beautiful as the smilax and carnations which decorated the table, and as bunco is not a party without a prize, Miss Stull on presenting her score card almost as good as now received a negro "kewpie."

Some young ladies of the foreign department had a theater party recently. They were also guests at the North American. During the performance, some of the audience were inclined to believe the aeroplane was in their midst, but on closer inspection found it to be a bag of peanuts passing up the aisle.

Marie, our beautiful telephone operator, paid us a little visit delivering directories. Why wait for directories, Marie? You're welcome at any time.

Miss Mabel Herenberger now owns a beautiful diamond. Yes, she is wearing it on the left hand.

NOTORING ON THE MILWAUKEE.

Up and Down the Rocky Mountain Division.
Nora B. Sill.

Let's see where I left off last month. Oh, yes; well, J. W. B. did not forget me and I curled my front hair and powdered my nose and dressed all up in my "yeller" dress and tripped the light fantastic all over everyone's white slippers till the wee sma' hours of the morning at the Ninth Annual Ball given by the Local Brotherhoods of Engineers and Firemen, Friday evening, February 21st. The decorations were very pretty and appropriate—a large liberty bell hung high up in the center of the hall with red, white and blue

streamers to the side walls, many colored lights and a round pleasant-faced moon for those popular moonlight dances (wherein you always draw some other woman's husband). The music was fine and everyone had the time of their lives until the next time. Many out of town visitors attended, among whom were Mr. and Mrs. Gosnell from Piedmont, Mr. and Mrs. Vanderwalker from Deer Lodge, Mrs. Kate Chambers and cousin from Lennap, Miss Francis Peacock from Martinsdale and numbers of others who were hidden behind the crowd and I didn't get to see. These dances are always very popular, everyone enjoys them and all congratulate the boys on their clever decorations and such good music, and thank them for the good time they all had. Only one thing, the Des Moines Division put over on us this time—that orange blossom stunt—but we expect to send Mr. Veitch, our superintendent, out to California in time to send us some orange blossoms for the next dance.

Fireman Decco is spending some time with friends and relatives in Kansas City, Mo., leaving here early in March.

Mrs. Barnes, mother of Mrs. Joe Wright, is quite ill at her home in this city with the "flu." This dread disease has again broken out in Three Forks, but we hope, with care, to keep it down as much as possible. No public gatherings, dances, etc., are allowed and, being taken in time, perhaps we may escape the terrible ending of our last siege with it.

Mrs. James Toy, wife of Conductor Toy, has been quite ill in Billings, where she has undergone an operation. She is doing nicely, however, and Mr. Toy reports her much better since he was there. He is back to work again after a week's layoff, which he spent in Billings.

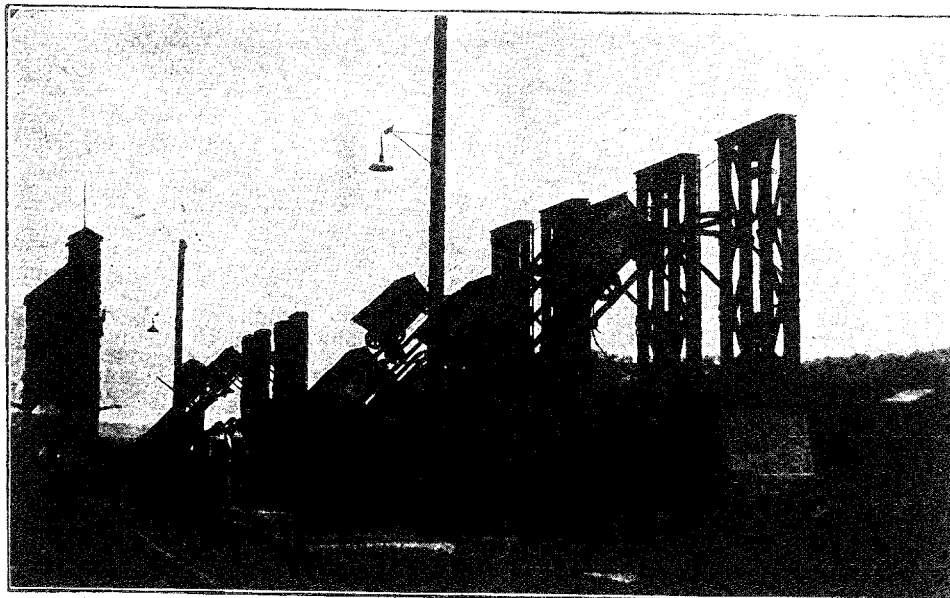
Brakeman Clyde Mullins was quite severely injured while making a coupling at Harlowton coming out on Farhurst's train. He was brought to the hospital at Three Forks and is doing very well now, considering several bones in his foot and ankle were broken.

Lieut. LaRue Smith, who has just returned from service in France, is now working second trick at the Josephine sub-station. The only thing

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To prove this statement, ask the Master Mechanic the cost and man power required to shovel cinders, compared to the cost and number of men required to handle them with the Robertson Cinder Conveyor



WILLIAM ROBERTSON & COMPANY Great Northern Building, Chicago

the matter with the job as far as he can see now is he has no flying machine with him and can't get out over the mountains in anything else.

James Beatson, many years lineman at Three Forks and whose job has now been pulled off, is assigned to the Roundup district. We lose the best lineman in the west and Roundup probably doesn't appreciate him (see that you Mussellshell folks do now). He has gone east to St. Paul for a visit with home folks and his mother, who has been sick for some time.

Robert McGee, who relieved Mr. McDonald in Mr. Vietch's office here, has resigned and returned east, leaving for Chicago March 12th. He was relieved by Mr. Cavanaugh.

Mrs. Schafer, sister of Dispatcher Jack Weatherly, relieved me while I made a hurried trip over to Hilger on account of my mother's illness, also worked a few days for Mrs. Hayden while she spent the time in Deer Lodge visiting Mr. Hayden and her sister, Mrs. Spain, who had moved there some time ago from Three Forks. That is a nice little lady in the ticket office at Lewistown. I took a real good look at her and listened while she patiently explained why you could not get to El Paso, Tex., without leaving Lewiston; and E. B. C. says he doesn't know what to do with L. C. S.—he just spends his whole time in front of a mirror nowadays—Isn't it awful. It is a nice pompadour, though.

Conductor Cosgrove has returned from the Northern Montana, where he has been for some months to take the run on through trains. Conductor Dauremont has been holding in Mr. O'Brien's place.

Conductor Ralph Spayde has returned from a short trip to Chicago and he says, Sis Hopkins, that there are so many pretty girls in that building where you work, his head was in a whirl and not from the new experience of riding up in a tall building in an elevator either; and that the nice young man you tell about is a nice young man, too. I don't feel so bad now, perhaps I shall answer his correspondence some time.

Suppose on account of Pete Kirwan being a married man we should not mention this, but curiosity gets the better of all of us some time or other, and what in the world can be the attraction at Missoula? Perhaps Pete was so worn out with talking to the brakeman on fifteen that night that he fell asleep before he got to Deer Lodge and got carried by—we will hope for the best. However, the next time we all think a baggage check should be given him instead of a permit.

Channing Scraps.

F. Hawley.

Machinist Helper Len Hinkley has taken the third trick as helper while Helper Kurth has taken the box packing job days.

Machinist Helper Owen Radder is back on the job after a month's illness. He seems somewhat peaked and we take this means of sympathizing with him. He hopes he will improve.

Boilermaker Ed Ennis from Green Bay has his trunk here and expects it will be some time before he will be able to go to the Bay. His love for the swamps is great for we can judge from the other men who came here for a few days and disappeared completely. There may be a reason. Our sleuths, Emil Schemick and Jack Laden, are now working on the case. Clever boys.

Engineer Johnny Brietenback has taken great interest in the carpenter work. He claims he will become a carpenter before he dies. Johnnie was called for the Menominee log run February 2 and while coming down the coal shed track, heading east, came in contact with a caboose, which wasn't in the clear. The result was the right side of the cab was torn off, but as luck happened he escaped injury. He says his carpenter tools came in handy.

Machinist, Jake Ellisson and Helper Fred Carmier have come up to this neck of the woods to help out in the rush.

Supplyman Lorn Clune has taken a machinist helper's job. He thinks he can improve his position in life. We hope so.

"Dago" Bauman is helping the night force out by filling grease cups. The job fits him, for he needs no light.

Howard Coulard, pumpman at the Ford River water tank, was badly scalded the latter part of January by a bursting exhaust pipe. After being

scalded Howard made a strong effort to get help by crawling toward the depot. Members of the switch engine found him almost exhausted. He was taken to the hospital at Crystal Falls for treatment. The last report Howard was doing nicely.

James Nazzel, a former roundhouse employee, has received his honorable discharge from U. S. service and is back with his fellow working men. James has moved his family in one of the 49's in the new Milwaukee colony.

Conductor Walter Lear is on the sick list. He claims he had the "flu," but his line isn't fresh. The jolting he received in the end box car laid him low for a week or two.

Machinist Helper Lorn Clune is on the sick list. The grippe has taken hold of him and will get him for some time.

The bridge carpenters have moved their artillery to the roundhouse to put up the shaft and fly wheels. Hookie and Laden are interesting sight-seers, but keep near the door for fear of another ragtime concert. Their eyes seem somewhat improved since they were treated.

A Safety First Meeting was held at Channing, February 10.

Dr. Paul McCormick has opened an office at Hotel McClure. His office hours will be from 8 to 11, 2 to 4 and evening hours by appointment. Mr. Mac's first patient was Laden. Dr. McCormick claims that a patient like Laden with a sprinting record ought not to be a doctor's patient.

Section Foreman Ferd Linderman is back in Channing after being a hobo for almost a year. Ferd took the champion line territory to work the rest of the winter.

Big Mike, the durable Pole, will leave the latter part of spring for the fountain of youth. He claims he is always tired when he cleans a few fires. We don't wonder, for he has that tired disease known as the yellow dogs.

A letter was received by the correspondent from Corporal L. W. Hugunin, who is with the 127th Infantry, company D, stationed at Rossback, Germany, that he got a lucky chance to get hold of an employees' magazine and read the Channing Scraps, which were good news to him. Lee was a roundhouse rat, but took to braking, which he held down prior to being sent to camp. He is well and is seeing quite a bit of scenery, but would like to be home with his pals in the states. The division Lee was in took part in most of the important battles, such as Chateau Thierry, Soissons, Argonne and the Meuse River. The division was composed of Wisconsin and Michigan men. Corporal Hugunin doesn't know when he will start for home, but hopes it won't be long. The landscape of France and Germany is beautiful, but hasn't anything on the old U. S. A.

S. M. East.

O. J. B.

Once again, yo-ho for news—prod the muse—turn the screws—get all there is in it and tell it abroad to the people.

We can report three recruits in the superintendent's office, namely, Mary Craig, Ruth Thompson and Robert Galagan. We bid them welcome.

Wonder why it is that Frank has so much business to transact over the phone. We thought it was all cash and carry now.

Clarence Lutz of Jackson paid us a visit at Austin, last week.

Roy Hanson, jolly old sea dog, rolled in upon us day before yesterday. Although the sea was running high and a spanking breeze filling the lee scuppers, he hove to with sails neatly furled. He was taken in tow by Nellie and laid in rations, after which he remained in port all day. At about 4 bells, he hauled up the anchor and set sail westward toward Mapleton, waving fond farewells and promising to return speedily.

We have omitted mention of the new tenants in the headquarters building. They are the Division Storekeeper C. E. Keatley, his chief clerk, Vera Cullen, and his general factotum, Fred Dexter. We all like them very much, but we want to warn them that if they are going to get new furniture at the rate, quality and quantity that it is coming there now, it is going to stir up a lot of jealousy.

E. J. Auge, is at present taking a leave of absence, while F. E. Smoot is cheerfully "rast-



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ling" with windmills, coaling plants, pipe lines, trestles and culverts. Mr. Smoot comes from Milwaukee, and everybody says that is a good town to come from.

We were promised, a lot of news from Albert Lea this time, but something has happened—the carburettor or something, I don't know.

Our Get Together Club got together in good order on the 19th of February. As it was the first meeting, nothing much was done except to crystallize the purpose of the club and to choose its officers, and then give each a chance to tell the rest how much good one of these clubs can do if everybody will co-operate; get together; boost for better service; and tell the other in a nice way how to cut expense. Now, if we will all do this and do our best to make this club anything like it ought to be—why it is going to be a means of doing more good than any movement that has been started in railway circles. Now then, All together, Boost!

I. & M. Division.

John Schultz

Engineer Joe Laufé has been on the sick list, for a few days.

If you want trouble, ask Conductor Nelson and Brakeman Sorman how they enjoyed their walk from Comus to Faribault, on that raw, March day, that No. 2 left them stranded in the wilds.

Conductor Geo. Cross and wife, are visiting at Minneapolis.

Travelling Engineer Higbee, vows he will never eat another potato. Some time ago, Fred wandered into a swell place at Mason City, and got ready for a big feed. After looking over the switch list (Fred says it was French or Chinese), he sent in for full load of eats. But every dish was filled with potatoes, all the different makes that the cook knew of. Fred says the next beanery he goes into must be full-blooded American.

Twenty of the clerks and station employees at Austin have organized and become members of the Brotherhood of Railway Clerks.

Miss Morris, says she doesn't like dill pickles, because they make her feel dilly, whatever that is.

Englebert Daufé, one of the oldest employees at the shops, has been on the sick list for some time. We hope to see him back at work again, in a short time.

Foreman B. James Deneen, suffered a large scalp wound, fractured collar bone and other injuries, as a result of the motor car, which he was riding, being thrown from the track. Jim is getting along in good shape and will soon be back at work.

Again we are called upon to record the death of one of our fellow workmen. Brakeman Joe Chladek being accidentally killed in the yards at Lyle. The sympathy of us all is extended to the bereaved family.

We are glad to know that Miss Bernice Franklin has picked out one steady from her group of admirers.

R. V. Lane, agent Castle Rock, Minn., is off on the sick list. Leval D. C. Jorgerson, relieving.

The third trick at Castle Rock has been closed, account of slack business.

John Popejoy, second trick operator, Rosemont, makes frequent trips to St. Paul to buy shoes. Do you buy shoes every few days? Looks like their might be a lady clerk concerned.

(Sure there is. I knew this Popejoy down at old Postville, and he sure is some hombre with the girls.—S.)

Illinois Division.

Mabel Johnson

You didn't find any Illinois Division notes last month, did you?.....No, I didn't try to "April-fool" you—because it was only March!

Weather indications at Savanna: March 1st—The Lamb. 2nd—The Lion.

The death of Passenger Conductor F. M. Kelly, occurred February 18th, at his home in Rockford. Mr. Kelly was one of the well known conductors on our division, having been in the service as a conductor since 1873, and his death was learned with regret by his many friends. Deepest sympathy is extended to the bereaved members of the family.

Mrs. John Reinchr of Tomah, Wis., spent a few

days visiting her daughters, Laura and Louise, in Savanna, recently.

Mrs. Frank Sager, wife of Conductor Sager, has made frequent trips to Freeport, to be with her mother, Mrs. Smith, who is in a hospital at that place.

Mrs. W. M. Thurber, of Dubuque, Ia., was a visitor in Savanna, recently.

Mrs. E. H. Shafer, wife of Machinist Shafer, Savanna roundhouse, entertained her father from Lincoln, Nebr., for a few days.

Mrs. Mike Powers returned from Chicago, where she visited with her daughter and family.

Mrs. A. C. Kramp, wife of Conductor Al Kramp, went to Byron, March 31st, in response to a message received announcing the death of her sister's husband, F. E. Lowe, who was station agent for the Great Western, at Byron. Sympathy is extended.

Tom Morgan, brother of Chief Caller Dan Morgan, Savanna roundhouse, surprised his relatives in Savanna by arriving home unexpectedly the first of March for a thirty day furlough, after having been overseas the past 19 months. Mr. Morgan has been in the service of the U. S. Navy for the last six years.

We were pleased to learn of the official appointment of Agent John Connors of Rockford, to trainmaster of the R. & S. W. Division at Beloit, and know that he will have the hearty co-operation of everyone in his new work.

The Milwaukee Veterans held an interesting meeting in Savanna, about 45 members of the association being present. Dr. G. W. Johnson, company surgeon at Savanna, who has been associated with the Milwaukee Company for the past 38 years, was taken into the association, and gave a very interesting talk. Other members gave short talks, and the evening proved a profitable and enjoyable one.

Yes, I paid my income tax—did you? No more scanning the payrolls until next year.

Ice cream, soda water, ginger ale and pop, Illinois Division, Illinois Division—always on the top.

(Even when it comes to accidents—You bet!) But we'll "try on"—"cause we ain't got weary yet."

On March 2d and 3d occurred accidents at Davis Junction. Brakeman Stanley Darr was caboose painfully hurt on March 2nd, when the caboose which he was in, was struck by a coal car. "Rabbit," as he was commonly known, is also getting along nicely at the Rockford Hospital.

March 11th, engine, baggage car and smoker, in train No. 12 were over-turned at Panama on the West Division. Fireman was killed in this accident.

Brakeman Floyd Welch, who has been employed at the Savanna Rail Mill, had the misfortune to fall, the morning of March 14th, and badly sprained his arm and limb. Hope he shall be again on duty before long.

Milwaukee office force enjoyed a sleighride:

B-r-r-ring!—Telephone.

The Times-Journal reporter—"Hello."

Voice on the wire—"Are you busy?" "Oh, no—why?"

Well, get your pencil and a long piece of paper.

"What is this—the 1st of April?"

"Well, almost. Tell me when you're ready." (Business of fumbling in pocket or pencil and searching the desk for long piece of paper.)

"All ready. Shoot."

The C. M. & St. P. superintendent and roundhouse office force took advantage of the sleighing Thursday evening and had a party. There were nineteen present. Owing to the arrival from Chicago of the general superintendent, the joy riders were forced to go without their captain, but were greatly honored by having as their special guest and chaperon, (Voice—"Don't forget that chaperon") Joe Erickson, secretary to the general superintendent. Supper was served at the Hotel Radke, and needless to say everyone did justice to the feed.

O. H. Schmidt of Davis, Ill., is the new extra gang foreman in the east end of Savanna Yard.

Perry Baker of Hampton, spent the week end in Kansas City.

Superintendent Johnston and Dispatcher Humphrey, at Savanna, were taken sick March 1st while

at work and had to go to their homes. Both are again on duty at this writing.

Fred Walsky, formerly fireman on Illinois Division, has returned from military service and reported to Milwaukee, where he took the examination for promotion to engineer.

The 18th ball of the Brotherhood of Locomotive Engineers and Firemen was held in the Opera House at Savanna, February 28th. The hall was nicely decorated with bunting, flags, lanterns, and a large headlight occupied the center of the stage. There was a good attendance and the results of the affair were very satisfying to the members of the organization.

Just give a little listen to this:—

"English spoken," is the sign on about every other store window in Paris. Most places it means they understand "Yes" and "No," and are able to say "good-day" and "good-by." Result, some of the stores now advertise: "English spoken by an English lady." And there are restaurants with signs like this: "Americans are respectfully requested to address the waiters in English, as their French is not generally understood."

Oh, Ja Da! I thought our boys would be holding French classes when they get back (?).

With the use of the new form, 189—requisition for caboose supplies, the trainmaster's office invariably is called upon to Ok "Caboose meal tickets."

A letter was received from Brakeman F. H. Simon, sometime ago in which was stated the following: "Give my regards to all the boys and tell them that I met Imbler over here and that he is fine." Brakeman Simon's address is Casual Company, No. 1, T. C., A. P. O. 701, Camp Gron, A. E. F., Via New York.

It has been requested by Brakeman Bradford that his expression of thanks be extended through the medium of the Magazine, to his friends on the division, for the beautiful floral piece sent during the recent bereavement, account the death of his father and brother.

The death of Mrs. W. G. Paylor, wife of Illinois Division Engineer Paylor, occurred at the home of her sister in Clinton, Iowa, March 12th. The

funeral services were held in Clinton and the body was taken to Argo, Ill., for burial. Several members of the Eastern Star Lodge at Savanna, attended the funeral. Deepest sympathy is extended.

It is believed that the boys of Company D, 13th Engineers, are on their way home. This is "glad tidings" to our division, and hope that by our next issue, we can relate the great event of their "home-coming" in Savanna. Harry, boys!

News from Ladd.

Leonide Manson.

C. F. Holbrook, assistant superintendent of terminals at Minneapolis, paid the yard office at Ladd a short visit recently. He is looking fine. Mrs. Holbrook was called here on account of her mother's illness.

Agent Henry Dwyer attended a meeting in KKK last month.

A. R. Slingman has resigned his position as operator at the yard office at Ladd and accepted one in Cygnet, Ohio. G. N. Dermer has taken his place as third trick operator.

Alex. Pistona was called to Milwaukee for examination and passed as engineer. Hope you have as good luck on the other two roads, Alex.

A baby girl was born to Mr. and Mrs. Rufus Morgan last month.

Paddy Barry, storekeeper at the roundhouse, is happy—a big boy has come to gladden his home.

A shower was held a week ago in honor of Miss Madeline Baxter, the prospective bride of Fireman Salzer. A large number of friends was present and a very enjoyable time was spent.

Conductor Walter C. Cowell has been laying off on account of the serious illness of his four children.

Private John A. Gavetti, with the 67th division transportation corps in France, has sent many interesting souvenirs and postals to relatives and friends. He was formerly a conductor on this division.

We hear that Oswald Brown, formerly a brakeman on this division, is now at Camp Grant hos-

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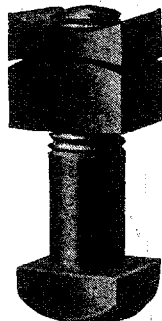
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pital. All hope for a speedy recovery, and that he will soon be back with us.

Engineer Bishop is back at work after being off sick for over a week.

The sympathy of this division is extended to Mrs. C. E. Corcoran and family in her affliction. The funeral of Trainmaster Corcoran was attended by many friends from this end of the division, who went from here in a special train to Beloit.

H. R. Jones is the new car boss in Ladd yards. All the men are right on the job these days.

Mr. and Mrs. James Hanley are rejoicing over the arrival of another daughter to brighten their home.

Section Foreman Charles Stearn has resigned his position. His son will accompany him to his new work.

The clerks at the yard office, the roundhouse and the car department have joined the railway clerks' union in LaSalle. There are now about 100 members.

Dispatcher Frank Thomas from Beloit paid us a short visit recently.

Machinist James Ferrers and Fireman Thomas Cahill have returned from the army.

Fireman Conti is receiving congratulations. Reason? Married.

Fireman Hurley went out to California to get his army training. He got it—and incidentally got married, too. His bride came on to join her husband, who has returned to railroad service.

Albert Vogt has been laying off for a few trips.

Prairie Breezes from Aberdeen Division.

A. F. Reuland.

Even in a quiet, unmolested division like ours things may happen which are interesting to others, and therefore I will endeavor to tell you, without any poetic equations, our few and simple happenings.

The Brotherhood of Railway Clerks at Aberdeen have been fully organized for the last three months. Regular business meetings are held semi-monthly. The entertainment committee also has done its duty by giving dances, card parties and luncheons, so the Aberdeen now considers itself amongst the other lodges, and is also proud of its officers, who are as follows: William H. Murphy, president; William G. Morrison, vice president; Fred Horner, recording secretary; Fred Hulse, treasurer; Oscar Holmes, inner door guard; Louis Faeth, outer door guard; Michael Kirchaesler, sergeant at arms; trustees—Steve Keane, Fred Hulse, George Van Eaton; entertainment committee—Misses Esther Ochse and Georgia Ryan and Messrs. C. R. Wales, Clayton Walker and Gus Reuland.

Harold Peckham, formerly chief clerk in the B. and B. department, was given an honorable discharge from the S. A. T. C. at the Minnesota state university and returned to Aberdeen, resuming his duties with the chief carpenter. But he did not remain long with us, for he accepted a position as chief clerk in the Minneapolis office in the B. and B. department. While here Harold said army life can't be beaten except when you get K. P.; but we all noticed that he gained considerable.

Second Lieut. James Keenan has returned from duty and is again acting as train dispatcher at Aberdeen. Jimmie is well satisfied with army life, only disappointed in not getting his foot closer to the "Hul-zol-eran."

Miss Ruth McCarthy has accepted a position as stenographer to General Solicitor E. L. Granthaw.

Ortonville has started ice harvest. Ice is not very thick, but a heavy season is expected, making it necessary to start as early as possible. Milbank receiving the first carload. Ice is being furnished from there to the company's ice houses at Milbank and Aberdeen, S. D.

Harold B. Nye, formerly operator at Aberdeen, returned this week from active duty in France. Corporal Nye was a member of the 10th signal radio corps and has seen six months of active duty in France. Corporal Nye has now accepted a position as agent at Alpena, S. D.

Miss Doris Healy, stenographer in the dispatcher's office, has made several recent visits to Parker, S. D. No doubt he has returned. How is he, Doris? Why not tell us about him? Surely it must be interesting—I mean the stories about France.

Conductor James Kellan met with an accident at Roscoe, S. D., the 10th, losing part of his fingers.

C. N. Williams, operator at Aberdeen, has accepted the position of train dispatcher at Madison, S. D., and expects to leave the 16th. Our best wishes for success.

H. F. Gibson, chief train dispatcher, spent a few days in Sioux Falls with Mr. Whipple in a hearing against the railroad. Gib sure has hard luck and is always on a go in South Dakota instead of Minnesota.

Ted Buechler, chief dispatcher, spent a few days at Montevideo and Milbank on business.

Ray Dodds, first trick train dispatcher, was called to Chicago on account of the death of his grandmother.

Surely seems funny how a correspondent overhears things that are somewhat interesting. Just returned from the operating department, and while in there Mrs. H. F. Gibson, 1716 report clerk, was rather excited and made a remark something like this: "I'm surely unfortunate every month! Whenever I leave no one seems to know anything about it, and my name never appears in the magazine." Well, let's give her the benefit of it this month.

Miss Georgia Ryan, stenographer in the B. and B. department, has not been seen around the office for the last few days. It has been found out that she is at her home with a severe attack of the mumps. We really do not know the cause, but to help justify it we express our sympathy.

Michael Kirchaesler, clerk in the superintendent's office, has been in the habit of visiting Montevideo every Sunday. Mike, tell us about the attraction—surely, it can't be the town.

R. H. Host and wife and William G. Morrison of the time keeping department spent a few days in Minneapolis visiting friends.

Steve Keane, chief clerk to the superintendent, spent a few days at Phillip, S. D., on business.

Miss Pearl Paulson, stenographer to the superintendent, has made a few recent visits to Minneapolis.

Yeoman A. C. Stewart, formerly ticket clerk at the C., M. & St. P. office at San Francisco, Cal., returned from his duties at Mare Island Cal., and accepted a position as chief clerk in the passenger department to C. R. Parkins. Yeoman Stewart likes our sunshine state and is well satisfied with our fascinating city. We are all glad to have you with us again Stewart. I'm sure the editor remembers Mr. Stewart. Anyway, he sends his regards.

Employees located at the Aberdeen terminal received a welcome visit last week from General Manager J. T. Gillick. Mr. Gillick addressed the employees at the Aberdeen freight office on "Economy and Efficiency." After Mr. Gillick spoke to the boys about what could be done in running the railroad more economically and efficiently, in his usual straightaway manner, they all felt much enthused about it. Following Mr. Gillick's suggestions, a week later the various departments elected committeemen, after which R. C. Donehower was elected president and L. A. Fuller secretary. The following were elected committeemen from the various crafts: Roundhouse, C. F. Johnson; yard, C. G. Klose; car department, G. P. Wilmarth; engineering department, M. W. Barden; train department, J. E. Haley; store department, Will Honense; B. and B. department, H. T.

Porter. All committeemen as well as the employees of the various departments feel, through the help of every hand, that the Aberdeen Division can save thousands of dollars a year.

Clayton Walker has made several recent visits to Minneapolis. No one can find out why so heavy on St. Paul every time he visits Minneapolis, but he says he is highly interested in St. Paul. Wonder if it couldn't be her.

Sergt. William C. Berg, former cashier at Aberdeen freight office, has returned and resumed his position as cashier. Surely looks good back of the money again. We're all glad to see you back, Berg.

Earl Askew, formerly clerk in the superintendent's office, has returned from his military duties and resumed his position in the superintendent's office. Earl was quite unfortunate—didn't get a chance to help wipe the "ki" out of the kaiser.

Sergt. Joe J. Carpenter, formerly in the superintendent's office, returned from Call field, Wichita Falls, Tex., where he was learning to be one of those birds. Joe isn't over Wichita Falls yet; says he is going back. Better stay; we all like to have you with us.

Surely sorry can't stay with you any longer this month, but hope to be back with you all again next month.

Notes from Milwaukee.

"O'Malley."

We promised a good fish story on the return of our "veteran anglers" from Okauchee Lake. We do not know whether or not this one is good, but will pass it on to our readers. Tony Hammerer tells it for a fact, and it is vouched for by his partner, Ted Roggerts: "The tale of WOE." Ted and Tony went to Okauchee Lake to fish through the ice. The day was clear—bright sunshine; the ice was clear. The fish, being very intelligent, could see the shadows of the men near the hole, and declined to be caught, so Tony and Ted would stroll around, keeping an eye on their signal for a bite. In this way seven nice pickerel were landed—or should we say "iced"? The two "T's" being of a very humane nature decided that the said pickerel needed water, and cut a small hollow in the ice, also cutting a small hole through the ice to let water in for the fish. While sitting of the shore waiting for pickerel No. 8 they occasionally noticed the tail of a fish up in the air giving these two "angling rails" the well-known signal—"highball." Finally, deciding that fish No. 8 was not going to sacrifice his life for their amusement, Ted and Tony called it a day and went out to get their tackle and fish, when, sad to relate, they discovered that their fish, instead of giving them the highball meaning "Everything O. K." were in reality wigwagging "Good-by forever." for instead of seven nice fat pickerel they found a nice round hole through which the fish had returned to their native element. (This may be only a story, but our friend Tony swears it is true, and Ted says if we don't believe it he will take us out and show us where it all happened.)

We are informed that Miss Nolls of the trainmaster's office has devised a new method of securing a spring outfit—namely, by having a fire and burning all of her old clothes. Now, we don't

FREE KHAKI UNIFORM

Coy's, answer at once—fellows, here's your chance—this wonderful regulation khaki uniform—absolutely free—patch pockets, snappy belt, regulation army trousers, overseas cap, bronze collar ornaments, spiral puttees—everything the regulars wear. All this is free to you when you join the Junior Yanks—and the first boy from each neighborhood gets an officer's commission.

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Now Don't wait. Learn to drill—dig trenches—operate a machine gun—become a Junior Yank. All you have to do is send us 10c for the official magazine, "The Junior Yank" and the manual of drill and rifle practice. We will send them at once and tell you how to get the uniform and overseas cap, ornaments and puttees **ABSOLUTELY FREE**. Hurry—write today—have all your boy friends write at the same time.

Junior Yanks, 142 W. Ohio St., Chicago



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believe that Miss Nolls would adopt this method of restocking with wearing apparel; still, a fire at this time, with so many pleasing styles for the ladies—well, you will have to draw your own conclusions.

Helene looks worried these days. What's the matter, Helene?

Essie is all smiles since her last pay check arrived.

We suppose that the girls in the car record office would like to see it snow every afternoon about 4:30. Eh, girls? Hiding home in coaches is pretty classy.

At last we have been answered. We have heard from West Allis. Now, don't let this be the last time we hear from you, Art. Thanks, and come again.

Now let us hear from Chestnut street, North avenue and North Milwaukee. Come in, folks; the water is fine. Get busy. Stir up something. Watch the trains as they go by and see if we can't pick out a dragging brakebeam or something of that sort. West Allis has been heard from, so come on—start something.

Yardmaster E. A. Brown is officiating at Reed street, vice Charles J. Lomblot, assigned to other duties.

Yardman C. E. Ressler, who was injured some time ago, expects to be around soon. Glad to hear it, Clint.

Yardman Charles Geelhart was seriously injured recently, also our old "war boss," Yardman C. M. Becker met with a very serious accident which may result in the loss of one limb. The sympathies of all our readers is hereby expressed to our fellow-workmen who have been unfortunate, also to their families, and we hope for the speedy recovery of all of them.

The sympathies of our readers are extended to the family and friends of Switchtender Thomas Shotwell in their recent bereavement. Mr. Shotwell was well liked by all who knew him.

'Tis said there were great goin's on in Chicago March 8th. Really, Hilbert, I didn't think you would lead the boys such a merry pace, notwithstanding that July 1st is slowly but surely coming along.

The Chicago Pneumatic Tool Company announces the removal of its Cleveland District Office from Room 813 to Rooms 406-408 Engineers Building, effective March 1st. The new headquarters will provide excellent facilities for giving the best possible service to the Company's expanding interests within the Cleveland District. Mr. Ross Watson, District Manager, will gladly welcome visitors to the new offices.

Anne, just what were you doing in Chicago with your sister? I wonder.

Dan Cupid has jumped from the car record office to the telegraph office. Be careful; there are lots of pretty French girls coming back.

We are contemplating painting the northeast window in Lillian's office, 'cause she just has to stroll over there and take a peak every morning about 10:30. Speak up, Lillian. Whose heart are you breaking this time?

Better watch out, Jungles. The girls in your office are liable to lead you astray.

The chief clerk at Chestnut street is so interested in chickens (the feathered kind) that he hasn't much time to gather notes. Come out of it, Mr. C. C., 'cause Chestnut street needs them.

Our friend Earl was left us, and we miss him very much.

Marsh, how about the size 5 bowling shoes you have picked out? Better get busy and pick 'em off, or some "little" bowler will beat you to it.

Hank, better watch out for these Chicago boys that come up here and ask you to "lead 'em around," 'cause you are quite apt to get an eyeful, doin' the leadin'.

Surprise! Hilbert in a State-street car at 7:40 A. M. The days of miracles are not over, it seems. How did you do it, Hilbert?

It was Wednesday morning, about 9:20 o'clock, when Nondus received a telegram that Earl, dear, had arrived in New York. You can imagine how much work Nondus did that day.

Doris says she is awfully glad George is a blonde. They get along so well. Never mind, Doris; you're all right and—well, so is George.

Have you noticed a tall, handsome, dark young man and a tiny blonde girl come strolling down Second street about 1:20 P. M. every day? Well, that's Speedy and Mabel.

Mr. Haskins surely does like to hear himself talk. You would be well convinced of the fact if you could see him listening to the dictaphone about 7:30 o'clock some mornings.

Mr. Bellows surely missed his vocation when he didn't go into the painting and paperhanging business.

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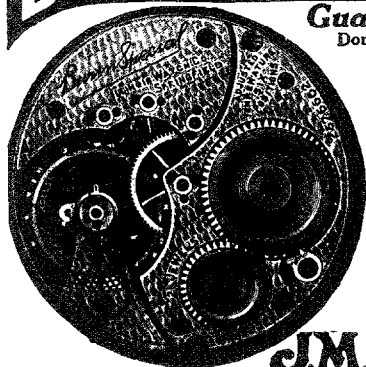
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S. C. & D. Division.

Esther Sundleaf.

Among other visitors at our last "Safety First" meeting were E. J. Summers, fuel supervisor, C. M. & St. Paul Railroad, and F. P. Roesch, U. S. R. A., regional supervisor, Northwestern Region, both from Chicago.

Mr. Summers made a short address, dwelling on the importance of safety first, and referred particularly to the "pep" displayed by all members and the number of good suggestions brought out.

Mr. Roesch made a short talk covering the intimate relationship that exists between the safety first and fuel departments, showing how by team work they could be mutually helpful and how their united efforts were reflected in a reduction in cost of operation. He stated that it made no difference what department men were employed in, or from what angle any operation was viewed, you would bump into safety first on one hand and the coal pile on the other.

To show how far reaching the two departments were, he cited the report of the Pennsylvania Railroad where it was shown that the tight skirts now worn by some ladies resulted in an increase in minor accidents as well as lengthening our passenger train stops 17 seconds. "So you can see," he said, "that safety first and fuel conservation extend even to ladies' skirts, because they are an extra hazard and because the engine burns coal while waiting on the ladies and must burn more coal to make up the time lost."

He also showed clearly where overloaded tanks and cars, poorly prepared or poorly cleaned coal, steam leaks around engines, cars or buildings, open box car doors, defective air brakes, coal on the ground, defective coaling stations, water leaks, defective grate shaking apparatus, improperly packed journal boxes, air leaks around front ends or stack bases of locomotives, uncovered live steam pipes, etc., all affected safety first and fuel conservation equally, and how by proper co-operation each could help the other and both could help the company.

D. C. Fenstermaker was a caller on our division a few days ago. Come again, D. C.

Conductor C. R. Tilton has resigned from the service of the C. M. & St. P. Railroad.

Aileen Dillon is making frequent trips to Des Moines lately. Wonder why?

Milton De Guibert, who formerly was a clerk at the freight house, is now at a hospital in France. We hear that he is getting along finely now.

A. J. Elder, night chief dispatcher, has returned from a two weeks' vacation, and is back on the job. Gained ten pounds in two weeks, so he must have had a good time.

C. A. Beebe called on his friends on the S. C. & D. Division recently.

Frank Crelly, machinist, is again at work, having spent six months in training at Camp Ogleshorpe, Georgia.

Machinist Baughn is "again" employed in the roundhouse.

Misses Katherine and Eunice McLaughlin of the master mechanic's office visited in Chicago and New York the first week of March.

The following was taken from the Elk Point paper: "The public generally were grieved when it was announced that Tom Strobel, our gentail station agent, had resigned his position to take effect March 1st, in order to assume one of the tricks as day operator. Nine years is a long time to serve the traveling public and not become soured and cranky because of the numerous demands every hour of the day. We doubt if there ever was, or will be again, a more popular station agent than was Mr. Strobel, and all will be sorry to see him change work, although all will be glad that the family remains in town. Joe Murta's will be the new agent."

Conductor W. B. Anderson went to Chicago recently for a short visit.

It is whispered that wedding bells will ring shortly not far from the roundhouse foreman's office. Well, Katherine, we will certainly miss you.

Division Storekeeper Clarence R. Houx has tendered his resignation to take effect May 1st. Mr. Houx has made a wonderful change in the storehouse in the past six months.

Bert Small, the smiling countenance, was seen on the east end January 31st for the first time in three years. Come again, B. J.



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**The Most Valuable
Tonic, Strength and
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Ignace Jan Paderewski, one of the greatest musical geniuses of the age, at a time when his untiring work for Poland overtaxed his strength and impaired his health, had recourse to Nuxated Iron to help rebuild his wasted forces and restore his old-time health and strength.

"With the tremendous strain imposed by over two years of almost ceaseless work in the cause of his fatherland, of which he is the foremost figure today, it is easily understood why Paderewski sought the sustaining tonic benefit of Nuxated Iron," says Dr. James Francis Sullivan, formerly physician of Bellevue Hospital (Outdoor Dept.), New York, and the Westchester County Hospital. "Lack of iron in the blood not only makes a man a physical and mental weakling, nervous, irritable, easily fatigued, but it utterly robs him of the virile force, that stamina and strength of will which are so necessary to success and power in every walk of life. Thousands of men and women are impairing their constitutions, laying themselves open to illness and literally losing their grip on health and strength, simply because their blood is thinning out and possibly starving through lack of iron. Iron is absolutely essential to enable your blood to transform the food you eat into muscular tissue and brain. Without iron there is no strength, vitality and endurance to combat obstacles or withstand severe strains. To help make strong, sturdy men of blood and iron there is nothing better than organic iron—Nuxated Iron." Mr. Paderewski says: "I am using Nuxated Iron very frequently and consider it as an excellent tonic."

A prominent New York Surgeon and Former Adjunct Professor of the New York Post Graduate Medical School and Hospital, Dr. Kenneth K. MacAlpine, says: "If people would only realize that iron is just as indispensable to the blood as is air to the lungs



**Ignace Jan Paderewski
the new Polish Premier**

who took Nuxated Iron when he was in a weak and run-down condition and needed something to build up strength and energy.

and be just as particular about keeping up a sufficient supply at all times, there would in my opinion be far less disease resulting from anaemic, weakened conditions.

"Nuxated Iron, by enriching the blood and creating new blood cells, strengthens the nerves, rebuilds the weakened tissues and helps to instill renewed energy into the whole system whether the patients be young or old. In my opinion Nuxated Iron is the most valuable tonic, strength and blood builder any physician can prescribe."

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, after meals, for two weeks. Then test your strength again and see how much you have gained.

MANUFACTURERS' NOTE. Nuxated Iron, which is recommended above, is not a secret remedy but one which is well known to druggists everywhere. Unlike the older inorganic iron products, it is easily assimilated and does not injure the teeth, make them black nor upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser or they will refund your money. It is dispensed by all good druggists.

Claim Clerk E. J. Stull and wife left Sunday on a trip through Illinois, Missouri and Kansas, visiting relatives.

Raymond Fouts has returned to the service as assistant cashier, after several years' stay with the Cudahy Packing Company and the Sioux City Stock Yards Company.

Stanley Warden, recently discharged from military service, has accepted the position as baggage-man at Yankton. "Soldiers first" is the motto of the C. M. & St. P. at Yankton.

Emil Otto, machinist, is working days again. Emil has worked nights so long he can see about as well in the dark as in the light.

Roundhouse Foreman Hopp is making "regular" trips to Dubuque. You know his parents live there (?).

Switchman A. M. Reeves was seriously injured on March 4th. At the present time he is getting along very well, and we hope to see him around again soon.

John Weber, conductor, is back to work after a leave of absence of about three months.

Railway Exchange News, Chicago

B. H. Perlick.

Harry Lynch of the telegraph office is looking very downcast lately. No doubt everyone has noticed it and is wondering as to the cause. You know, Harry had a little prize winning Boston terrier until recently, when he decided to find a new home. Harry misses him very much and has offered a large reward for his return. Bob Walker claims he saw the dog and had him properly tagged and everything, but one of the baggage-men, to whom he was offered for shipment to Chicago, gave the engineer a high ball and remarked that Bob had better order a stock car set in on the siding, and, that he could not get together enough help at Union Depot to unload him. A small derrick would have been just the thing on this occasion. Have you tried out the wind shield yet, Harry?

Helen Freely, formerly of Assistant General Manager Nicholson's office, is now working at Fullerton avenue. Good luck to you, Helen.

Joseph H. Wolf, clerk and stenographer, office of Engineer of Track Maintenance, recently resigned. On the eve of his departure he was (almost) presented with a gold watch for "gallantry in action," but owing to Elmer Schroeder's carelessness in this very important matter (he having left the watch under his pillow) we still have the watch. Nevertheless, we wish Joe much success in his business venture.

Several of the boys of Messrs. Gillick and Whipple's offices have been holding match games and several have actually bowled one hundred and sixty! With a little more practice, Granger Smith claims he can reach one hundred and ninety. Go to it, Granger, seeing is believing.

Leon Burgoyne has accepted the position of stenographer and clerk in W. H. Penfield's office, recently vacated by Jos. Wolf. Good luck, Leon.

Harold Soule, of G. L. Whipple's office has obtained leave and has gone west for his health. We hope Harold will return fully recovered.

The following interesting news items nearly "got by" us. It was done so quietly. On March 6th some of the young ladies celebrated a "mock wedding" at the residence of Florence Fredericks, 13023 Lake Shore Drive.

Florence was the "groom" and Francis Johnson the "bride." The "Rev." Bertha Melcher tied the knot. The party was made up entirely of young ladies of the Exchange building, and was the success of the season.

A flash light picture was taken of the party, but thus far we have been unable to "borrow" a picture for reprinting in our magazine.

The following were honored guests:

Catherine Uren, Bessie Gregg, Vivian Grondahl, Alice Olhaber, Elsie Pfing, Bessie Peterson, Esther Zinke, Margaret Schroeder and Ann Plattner.

Wm. Pasho of General Manager Gillick's office, has been promoted to Chief Clerk, Superintendent's office, Sioux City, Ia. You have our best wishes, Bill.

Geo. P. Flood, chief clerk to General Manager, was absent from the city a few days, with his family, enjoying a much needed rest. Some of us would want a vacation and rest every second day if we had to handle the business that G. P. does.

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