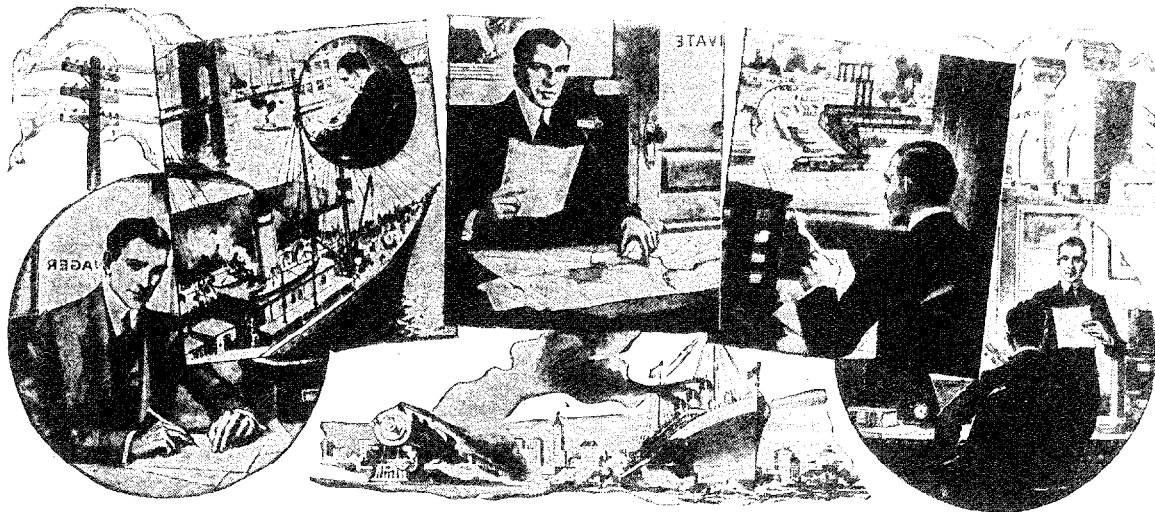




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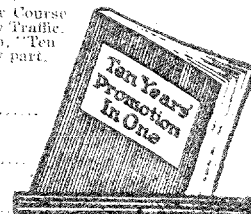
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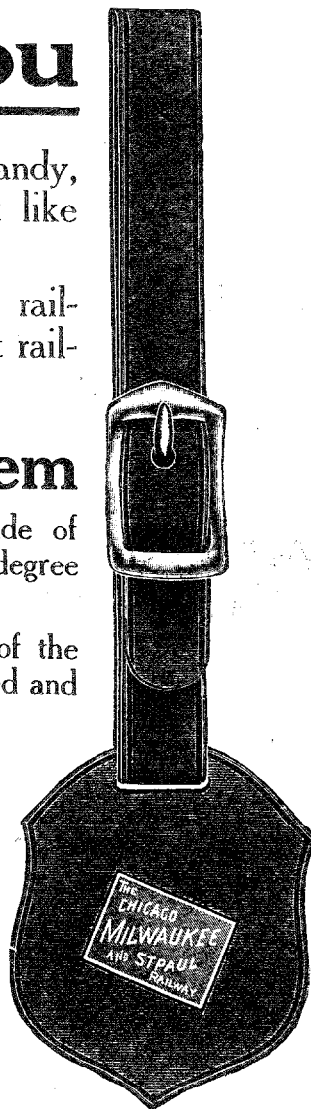
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THE MILWAUKEE EMPLOYEES MAGAZINE

Railway Exchange Building, Chicago

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CARPENTER KENDALL
Editor, Libertyville, Illinois

Complete

Single Copies 10 Cents Each

Outside Circulation \$1.00 Per Year

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VOLUME VII

MAY, 1919

NUMBER 2

"Sure—We'll Finish the Job"

The caption is the title to a splendid, virile poster put out for the Fifth, The Victory Loan. Its suggestion of strength, of the power in the sane, level-headed man of toil is the type of American Labor—the present and future bulwark of the Nation. The poster should be immortalized—it is the finest and most appealing bit of advertising gotten out in connection with any of the War Loan campaigns. The Victory Loan is a thank-offering, and every true-hearted, red-blooded, loyal American will dig down in his pocket and subscribe to the limit. Even if it had to be given to Uncle Sam, what would four billions and a half of dollars be in comparison to the lives of thousands of our boys saved by the speedy termination of the war? But Uncle Sam is no beggar. He borrows on the best security in the world—his own untarnished credit; he pays a good return on the investment, and at the expiration of the term, there's a tidy nest-egg for the twilight days, with no doubts or uncertainties about it. Therefore take the following ten reasons "Why We Must Subscribe" for law and gospel and obey the call of those comrades who lie "in Flanders' Fields"

and on the sunny hillsides of France—
"This do in memory of us who gave our lives that freedom should not fail."

- 1—For our own selfish good. To make money.
- 2—Your money invested in the Victory Liberty Loan is absolutely safe.
- 3—The Government will repay the money with liberal interest.
- 4—When the money is repaid it will buy more goods than now.
- 5—Money in the Victory Loan bears lighter taxation than other property.
- 6—Government securities stand a better chance than others of going up in price.
- 7—As the "buying power of money" increases, "Victory Liberties" will advance.
- 8—The success of the Victory Liberty Loan will invite prosperity.
- 9—The Victory Loan will supply money for Government purchases. The money raised by selling the Loan will get right back into circulation, to pay labor, to keep factories running, mines working, and stores thriving.
- 10—Our Government has a big floating debt—estimated at Six Billions by June. This floating debt is mostly "hung up" at the Banks. The Banks need the money, so that they will be able to lend more to storekeepers, farmers, and factory owners. If these people cannot borrow at the banks, how are they going to buy raw materials and pay the workers? The Victory Liberty Loan is expressly intended to raise money to lift this floating debt.

"SURE, WE'LL FINISH THE JOB."

The Telegraph Operator's Story

An Old Railroader

My companion was a man whose gray temples made me guess his possible forty or more years, and whose general appearance indicated that his work in life, whatever it might be, was successful, as prosperity seemed to settle very easily upon his broad well-formed shoulders. His conversation was principally upon subjects pertaining to railroads, with which he seemed eminently familiar. He finally told me that he was a railroad man by profession (and circumstance) and that he had begun in the business very early in life: in fact, he said he had been born in a railroad depot: and after relating and commenting upon many of his experiences from the time he was first actively engaged as a telegraph operator up to the time he was made general ——— of a great railroad system in the West, the position he now occupied, he told me this incident which impressed me so much that I am going to set it down here as nearly in his own words as I can remember. We lit a fresh perfecto apiece and he began: "In the early 80's on the G—— T—— road between D—— and P—— H——, a division of some sixty miles, in a little town called N—— H—— lived a man who had spent almost his entire life in the service of this road, and at the time of the incident I am about to tell you, was agent at this little Michigan town. This man was my father. The railroad company in building its depots invariably arranged them so as to provide the agent and his family with living quarters: and it was in such a place that father had seen his children born and reared (I among the rest) to the time when they, one by one, arrived at an age when they, too, could enter the service of the road; for father's salary was small and the family large, a condition which made it quite necessary for the boys to assume, early in life, part of the burdens of the father. We were quite capable of doing this as the knowledge of telegraphing and other branches of railroad work had

been ground into us from our infancy; in fact, I do not remember of ever studying telegraphy; we just grew into it, and learned it much as a child learns to talk. My oldest brother, Joe, had occupied the position of night telegraph operator at P—— H——, the eastern terminus of the division, some two years or so when my turn came to assume similar duties, and I was assigned to the night telegraph office at D—— Junction, the western terminus of the division; father's station being located in the middle of the division, it was often remarked that the division was pretty well balanced by one family; in fact, the whole division seemed like one large family; all the conductors, engineers, brakemen, etc., were old-time employes, and associated together for many years, and had known us boys since we were babies. I can recall now when I was just a little fellow some of the old engineers carrying me in their arms about the station platform when their trains were waiting for orders or for other causes. When I started to work I was a lad of fifteen, was very fond of the theatres, and frequently sacrificed my rest during the day by attending the matinees, so that it was often a difficult task for me to remain awake after the busy hours during the early part of the night; and I may say here, not much to my credit, that I managed to steal a good deal of sleep, "pounding my ear" we used to call it, when I should have remained awake for any unexpected emergency. One night after a day spent in "having fun" I came on duty, and after disposing of the livestock reports, car reports, etc., the loss of sleep of the day began to tell on me; but I bravely fought the awful drowsiness, patiently waiting for the conductor of train No. 17 to come in for his orders, when I felt that I could, with moderate safety, "pound my ear" for some much needed sleep. No. 17, eastbound, was due to leave D——

Junction at 11:45 p. m., but being of an inferior class to No. 18, westbound, due to arrive at 11:15 p. m., could not proceed until No. 18 had arrived, without orders against her. The conductor, Hank L——, a rough-and-ready old-timer, soon came into the office with his way-bills in one hand and his lantern in the other, said, "Well, my boy, I'm ready to go," and looking at the train register lying on the counter saw that No. 18 was not registered in, continued, "Where's No. 18?" I, more asleep than awake, glanced at the order book and saw entered therein by the day man a "To all concerned" advice from the train dispatcher that train No. 18 was cancelled, gave the conductor his orders, reading, "All trains due have arrived except No. 18 of this date, which is cancelled; you may proceed." The conductor signed for his orders, grabbed his bills and lantern, and with a merry "good night, son," was gone. I reported the train's departure to the dispatcher, and immediately proceeded to stretch myself upon the telegraph table and, under ordinary circumstances, I would have been asleep in two or three minutes, but for some unaccountable reason the much coveted sleep would not come. I lay quietly thinking of home and mother (for I was quite a mother's boy), and taking in the monotonous click of the telegraph sounder, and incidentally wondering why the mischief I could not sleep. I heard M—— Junction, the first station six miles east, report No. 17 passing, and still I could not sleep. Thirty minutes more of wakefulness and I heard the operator at F——, the next station, report No. 17 passing and, in almost a moment later I was horror-stricken at hearing the operator at Mt. C——, the next station east of F——, report the passing of No. 18 westbound. Was I dreaming! No. 18 on the road—had left Mt. C—— and No. 17 had left F——! Great heavens, there would be a collision! Pshaw, what am I thinking about! No. 18 is cancelled. The operator at Mt. C—— must be crazy, or I certainly must be dreaming. I sprang from the table and eagerly scanned the order book, hoping against hope that I was right. My God! What had I done?

The cancellation order was dated the day previous, and I had sent No. 17 against No. 18 and there surely would be an awful wreck. Evidently the train dispatcher, who had previously overlooked my error, now discovered the situation, because he began to call F— F— F— like wildfire. "F" answered immediately, and the dispatcher said "Stop No. 17 quick; 18 is out of 'MC.'" "F" replied "I heard 'MC' report No. 18 and tried to stop No. 17, but she's gone beyond the semaphore." MC—MC—MC— seemed to thunder through the instrument as the dispatcher madly tried to get the operator at Mt. C——, straining every nerve to make him answer quickly. "MC" answered. "Stop 18 quick, 17 is out of 'F'." "I'll try," said "MC." A few moments of awful silence followed in which I sank tremblingly to my knees (for I was a praying boy in those days) and asked God to stop the disaster which it seemed no human power could now prevent. I pictured just where the trains would likely meet. About two miles west of Mt. C—— there was a deep gully, approached from either side by heavy grades; at the bottom of which the track crossed a small river on quite a high trestle. I pictured the trains meeting on this bridge, and in fancy could see the mangled remains of my dear old friends, the engineers and firemen. "I can't catch 18, she's outside the semaphore signal," said "MC." Again that awful silence; it seemed an age before the instrument elicked again; the horror of the situation seemed to paralyze everybody along the line; the memory of those few moments to this day makes the cold chills run down my back. "I can hear both trains whistling" was the next report from "MC." I, still upon my knees, repeated again and again my fervent supplication to Almighty God to save the poor fellows who seemed about to be dashed into eternity. Again that fearful silence, while I waited—waited—waited—, praying, hoping with a hope that I scarcely dared think of, that something would happen to prevent this terrible thing. Finally the instrument resumed "No. 18 seems to be backing up," "MC" said. A ray of hope began to dawn

upon my almost crazed brain. What if they had seen each other in time to stop and avoid the collision. Oh! if it could be true. "They're coming back sure—I'll run down and let them in on the siding," clicked off the instrument from Mt. C—. Thank God, I fervently breathed, as I now realized that my prayers must have been heard, and the lives of those whom I loved, and who loved me, which, through my carelessness I had so nearly sacrificed, had been spared.

In a few moments afterwards Mt. C— reported the passing of No. 17 eastbound and No. 18 westbound, and everybody along the line breathed easily again for the first time in over forty-five minutes. Of course there was no sleep for me the balance of that night; visions of a dishonorable dismissal, a disappointed father and mother haunted me instead.

I sat waiting for big Andy K—, the conductor of No. 18, to come in and register, expecting, of course, he would jump onto me with both feet. He finally arrived, but instead of doing what I expected, and what I richly deserved, he put his big burly arms about my neck, and patting me on the back, said, "Never mind my boy. We have fixed it all up; no one will ever know a thing about it." This kindly treatment was too much for my overcrowded nerves, and I burst out crying. Big Andy, who probably never cried in his life, by this time was himself sniffing, told me to "Shut up and be a man, or I'd soon have him blubbering like an old woman." He then told me what had saved them. Just at the west end of the bridge stood a water tank, and it so happened that both engines wanted to take water; as a result both trains approached the tank well under control, so that it was an easy matter to stop and avoid a collision. However, who knows but that the prayers I so fervently uttered had something to do with it. Somehow I have always thought they had. My mother afterwards told me that father, whose sleeping room adjoined his telegraph office, had retired rather later than usual that night and lay awake listening to the hum of the instruments, when his trained ear soon discovered the awful

position of his boy; he arose quietly from his bed so as not to disturb mother, sat down to the telegraph table and sadly followed the incidents I have told you. When it was all over he sighed deeply and murmured "God bless my poor boy," quietly returned to his bed.

My storyteller hesitated, and although I knew his story was finished, I felt that it was not the ending of the story that caused him to hesitate, nor the smoke from his cigar that caused the moisture in his eyes, and to add an instant later in a somewhat unsteady voice, "Somehow I never feel much like talking after I have told that story. I do not often tell it—so if you will excuse me I believe I will say good-night."

Why Is It?

Jack Gavin, Judith Gap, Mont.

Why is it that some men you meet
Are all good will and temper sweet,
And always have a smile?
They greet you with a cheery word
And no complaint is ever heard,
You can hear their laugh a mile.

And some there are so full of woe
They spread it round where'er they go,
Such pessimists are they.
Who cannot see the sunshine bright,
For dark clouds always hide the light.
Their skies are always gray.

Why can't we all be bright and gay
For only once we pass this way,
Don't join in bitter strife.
A kindly word on all bestow,
And scatter flowers as we go
Along the path of life.

Our time on earth is far too short
To spend it all in work or sport.
Let us help our fellowmen,
Whose step is faltering in the race,
And guide him o'er the slippery place,
And do what good we can.

The 18th Engineers Mobilized for Early Return.

While no definite news has been received as to the date of sailing of the 18th Engineers, it is learned that the regiment is all assembled at or near Bordeaux awaiting transport, and it is hoped they may be in the States early in May. Lieut. Col. George M. Rice has been detached from the regiment and, it is said, is to remain a while longer in France, in charge of some important engineering work which he had undertaken before the armistice and which is now to be completed.

As we go to press news comes the 18th sailed from Bordeaux April 16th on the Texas.

Some Railroad Engineers in France.

Private Geo. T. Williams and First Lt. Bert E. Tyler, 34th Co., 14th Grand Division.

(Concluded)

I left off where the difficulty arose and shall put this over to Lieutenant Tyler, as he told it. Upon arrival at LaRochele, unloaded the switch boards from the truck, and thought it an easy matter to get them through on the passenger train; but found that it was strictly against the rules and regulations of the French railroads to load a box weighing 750 pounds in a baggage car. While trying to load them the Chef de Gare (Chief of the Station) came along, and lectured to me but I could not understand much of what he was saying, but anyway he told me it was impossible for me to load them on the passenger train; but I was determined that they were going on this train. My next step was to get hold of about six or seven "Husky Yanks" who were standing there, and told them that I would go away and argue with the Chef de Gare, while they loaded the boxes, so in this manner we finally got them loaded on the baggage car, and as the boxes were too heavy, for one or two men to unload, and after me giving him a package of cigarettes he finally said "tres bon" (which is very good); so succeeded in getting out of LaRochele. The Chef de Gare blew his whistle, and the conductor sounded his horn, and the next in order was the blast of the whistle of the locomotive and finally we were off. Planted myself in one of the coaches, and thought my troubles were over, but upon arrival at Niort, and getting out I noticed that they were switching the train, and that my car had been set out, and put on a train which was going to Bordeaux. Saw some soldiers, who I thought were French soldiers, and the first thing I asked if they could talk English, when one replied, "H— Yes"; so I told him of my boxes in the car on the other train, and they immediately came to my rescue, unloaded the boxes from the baggage car, and were going to put them in the baggage car of the other train, when this time the Chef de Train interfered, and told me it was against all rules and regulations of the French railways to haul those heavy boxes in the baggage car. Again gave him a package of cigarettes, which were the last I had at this time, and gave the soldiers each a franc a-piece in order that they could purchase cigarettes, and finally I had the boxes again loaded. Upon talking to those soldiers I learned that they were Polish soldiers, and some of them had been in the United States prior to the breaking out of the war. The next the Chef de Gare learned that these heavy boxes were loaded in the baggage car, so he commenced to raise his hands and talk, and thr— his hands over his head and about and as the Chef de Gare on the French railroad is about third in order of rank on the railroad (King Bee) as he is called, he is hard to manage. His word is about law, but with a little coaxing and then offering him a

cigarette out of the only package I had left he finally calmed, and the departure signal was given. Arrived at Thouars, and as I was riding back in the coaches the French employees at this point unloaded the boxes, and before I could get them back on the train the signal of departure was given so I remained there and waited for the next train which came along in a short time, and I again was determined to load them on the passenger train. With the assistance of the railway transportation officer's force, these being all Americans, we succeeded in getting them into the car. Then the French wanted to unload them, but I sat down on the boxes with my feet hanging over, and told the R. T. O. boys that I was going to convey them thru to Saumur. The French were making a considerable noise and doing considerable talking and I thought surely I would get hung for this act. It was some disappointment to me to have these boxes unloaded but after the train had departed all I could do was to hold a lecture to myself, and mostly in words, which would not pass the censorship to mention here; but through the good assistance of our Yankee boys, I finally got the switch boards through to Saumur, where I had some men waiting for me, having telegraphed ahead to George, my chief clerk, to have the men there to meet me. Unloaded the boxes from the baggage car at Saumur, and not a Frenchman disturbed me this time, as this was the destination. The boxes were loaded on the truck, and hauled out to camp. The next morning the force was put to work at unpacking them, and getting them ready to be installed, and as the shop was nearly all wired we soon had same in operation. At present all machines are run by electricity, and we have an up-to-date shop in most respects.

By the time that we had the shop completed, we had several crews working on the road; but at this time, we were using the Paris & Orleans Railway roundhouse at Saumur. Private Cecil Hull, serving as day roundhouse foreman, and Private Harry T. Doyle, as night roundhouse foreman. Both of these men having had previous experience in this line on the Milwaukee railroad at Lewiston, Montana. On September 17th we commenced handling engines out of the new roundhouse at Camp Villebernier, but as things were not all completed, about half of them were still run into Saumur; but about the last of September we were fairly well organized, so moved our roundhouse force from the P. O. roundhouse to camp; and now are handling anywhere from fifty to sixty-five engines per day. Lt. Bert E. Tyler, master mechanic, formerly employed on the Great Northern Railway, from Everett, Washington; 1st Lt. Walter L. Robinson, of Cleburne, Texas, assistant master mechanic, employed in the same capacity for the T. & P. Railway; Privates Cecil Hull and Harry T. Doyle, as roundhouse foremen, and Sergt. Thos. L. O'Donnell, as shop foreman, and Sergt. Clye Copeland, as boilermaker foreman, and myself, and a few assistants take care of

the office end of the mechanical department. The boilermakers and machinists are all faithful workers, as in several cases at the present time it is necessary to do the work on the engines, especially running repairs, any place one can catch them on the balloon track. This balloon track is about two miles long, and now has a few branches running off of it, but at one time it was necessary to clean fires to run the engines to and from the pits and the roundhouse, and do the work all over one track by the aid of a little spur which we had in order to switch out the engine wanted.

Considering the time we have been in France we have a good terminal built. At the present time all shop wiring is completed and all electric lights installed, oil-house and storehouse has been built and we have about all supplies obtainable in stock; but material of all kinds is very scarce in this country and there are many cases where, do the best we can, is demonstrated. Have also had an office for the master mechanic and force and a nice office for the roundhouse foremen and force, so everything is running along smoothly.

We had other difficulties to meet. The coal proposition, and getting it on the engine was another difficult task, but we built one track where we run the cars of coal, unloaded it, and as the coal filled up in the bin, the track was raised, so it was always on the top of the pile. Then there was another track placed for running the coaling crane as we use the same heretofore mentioned Hewett crane, for coaling engines. And another track over which we run the engines; so the engines coming in are taken to the coal dock, coaled, and then brought around for water and finally over the cinder pit, and to the roundhouse, where the necessary work is done. The engine is again ready for service. In times of emergency these engines were kept at the terminal only the shortest possible time; three hours and thirty minutes from the time the engines arrived they were again ready to go. Needless to say that the men in the S. O. S. have put up with hard times, as many a road man can tell you of being in service anywhere from five hours to fifty hours without a wink of sleep and very little to eat, but just go all the time.

The next proposition was the water. First we dug a well and had a 50,000-gallon tank built. The pump was put to work over the well, and in a few days, with this great number of engines, the well was dry. There was a pond about one-half mile away, so we had the maintenance department lay piping to this pond, and again started the pump to working, and in two days the pond went dry; so the only recourse was to pipe to the creek, which is one and one-half miles away, the maintenance department working day and night to get this completed. At the end of four days piping was laid, two pumps were put to work to get the water up to the tank, and the water trouble was remedied. The water is forced to the tank by means of two combined gasoline engines and

centrifugal pumps. One may think that, where there is an army, there are plenty of men for employes, but this was not the case with us; but two companies of the Forty-fourth Regiment, T. C., came to our assistance, and we were able to use some of these men for a short period, but they were finally taken away for other work. No matter what a man's trade in civilian life, when he was available he was put at whatever was needed while building up this plant.

Later, when we were of the impression that we were fairly well organized, there were 450 German prisoners of war shipped in, and we were instructed by the colonel of the regiment to turn loose all Forty-fourth Regiment men and replace them with the prisoners. None of us could speak German; but I gave up one of my clerks to care for this work exclusively, and this same Paul B. Davis is still on the job of checking prisoners. We succeeded in finding a man we could spare, or that we could use, whom we had on as engine inspector, and who spoke German very well; so "Big Nick," as we called him—Arthur Nicholas—was also appointed to render his assistance toward getting a number of the prisoners to work. One day he was advised to go into the prisoners' stockade and get a line on all mechanics among the Germans, and he returned with the names of men of all trades, and these men were put on as helpers in the shop at their respective trades. There were locomotive engineers, locomotive firemen, machinists and boilermakers, electricians—in fact, men of every trade; so the locomotive engineers and firemen were put to work at cleaning fires, watching engines, and as hostler helpers, and machinists and boilermakers were put on as helpers. We have a toolmaker who runs a lathe, an electrician who takes care of his own job, and also a painter, and all these men are doing excellent work. It was not at all a satisfied feeling when we first received instructions to put them to work, due mostly to hearing the several things that might happen. The first morning that they arrived on the job, sixty-five of them were lined up, men of different types stood together, and then the hostlers, machinists, boilermakers and men of all trades told to go ahead and pick their men. Some picked a big man, and perhaps the next would prefer a small one. Above all there was a machinist named Anderson, who once worked at Miles City, Mont., so consequently had the bucking fever and said he would not have one, as he could not talk to him. Upon being told to pick his man he said he would be d——d if he would; but as there were no others left, he was forced to take a big one, but at the present time would not take a good deal for his prisoner. It was thought it would be a difficult task to work these German prisoners, but every man was told to take a good look at the man who picked him and never to lose sight of him, as if he did he would catch h——. At least, Big Nick said this was what he told them; but I could not vouch for what he was saying, as he spoke in German.

These prisoners were also instructed as to

where to fall in when the whistle blew for dinner or quitting time, and all are right there in a minute or so after the whistle is sounded, and can do a quick job of falling in. Those men are drilled and know military work and the quickest way of getting there. Some of them are used for stationary firemen, and when one goes to dinner the other relieves him and they work alternately to suit themselves, but I must say that the German prisoners of war are rendering good assistance to us.

As this was organized for an operating regiment, several men were sent out to learn the roads and the French ways of railroad-ing. Some of the roads required that we make six student trips, and others required but three. I was fortunate in getting on the railroad that required but three. Only the engineers and conductors would make these trips, so that left the poor brakemen and firemen for detail work while we were out getting educated to the French ways. At any rate, all we engineers chose our firemen, and the conductors chose the brakemen; and as fast as we would qualify we were put at work. Only made a few trips, myself, as I was taken off the road and put in the master mechanic's office on account of having had previous experience. Nevertheless, if any of the American boys think that some part of this is not a railroad, let them come over and try it. You will be a real engineer or you will be nothing in a short time. To start with, when we commenced to operate there were scarcely any air-brakes, even on the engines. In the States we open the cylinder cocks to let the water out of the cylinders, but here when you want to slow down or stop you reverse your engine and open a couple of cocks and put water in the cylinders. There is a knack to this, the first few times you try it, in order to avoid ruining the engine for the rest of the trip. Again, there are several little grades here which are from three to ten miles long. Of course, being double track, as long as the fellow ahead keeps on going you will be O. K. Fortunately the track is very good. I have looked up at the speedometer and stared that old hand in the face making 110 to 112 kilometers down hill, and all I could do was to sit there and wait for the bottom; but after becoming more familiar with the road we soon learned how to handle the "wagons" down these grades, and finally learned that with a little effort at times they could be held up a little. At times the crews are kept in service very long hours, although my longest trip was but forty-seven hours; but I have known of several to exceed this. But now the war is over and everything is going along peaceably. Milwaukee Railway is pretty well represented here and should have some good men return to them some day.

The car department is turning out six box cars per day at present and expects to double this a little later on. The dozen or more repaired cars in the daily string are so well done as to resemble new cars.

Our old-time friend, G. C. Colter, formerly depot baggage agent, has accepted the position of charge of the toolroom in the west or old roundhouse.

Erratum.

On page 17 of the April issue appeared a picture entitled "Assistant Superintendent of Motive Power and District Master Mechanics of the Northern District." Those in the picture are: Messrs. H. J. Culbertson, J. E. Bjorkholm, Al Klumb, R. W. Anderson, Asst. S. M. P. A. L. Brown, J. W. Phillips, M. F. Smith and William Joost, all of the Middle District.

Hints From Ladd, III.

Roundhouse Foreman D. R. Davis and wife spent a few days in Milwaukee.

Mrs. Frank Wylie, wife of the agent at Scarborough, has been in Mendota on business.

Cokie, our popular call boy, has been working spare time at the roundhouse shining engines, and is certainly doing fine work.

Mrs. Kingston, wife of Engineer Sam E. Kingston, has been in the hospital at LaSalle several weeks suffering from a nervous breakdown. At this writing she is improving and we hope she will soon be home.

New lockers have been installed at the roundhouse for the force and engineers.

Engineer Blake and Fireman Higgins are on the passenger drag.

A special (Conductor Batten and Brakeman Ed Ellis) took the officials over this division on a tour of inspection.

Engineer Kingston has signed up for second shift for the month of April as hostler.

Conductor Charles Conday and wife are the proud parents of a daughter, born April 6th. They now have a pair of queens.

Hortense, little daughter of Conductor Algernon Hill, was operated on for tonsillitis.

An efficiency meeting was held in Knauf Hall, Monday, April 7th. It was well attended.

B. E. Rinehart, formerly an operator here, paid this office a visit recently. He has been in the U. S. service three years and has received his honorable discharge.

Brakeman J. B. Hill has been laying off.

Robert, little son of Switch Foreman Joe Learymouth, has passed a successful operation for tonsillitis.

Some excitement was caused April 3rd by a fire at yard office. Operator G. Derner, Clerk Joe Sabbatini and Conductor W. T. Edwards put out the fire and were the heroes of the occasion.

Passenger Conductor Eugene Brasure is laying off a few days, taking Masonic degrees in Freeport. Conductor Harry Hill filled his place.

Engineer Jack Ziel has purchased a cottage here and the family has moved and is nicely settled in the new home.



Pvt. Edw. Hardina, Battery B, 76th F. A.,
3rd Division, Germany

The La Crosse Get Together Clubs

C. L. V. Craft

To comply with a number of requests to write something for our magazine about the "Get Together Club," of the La Crosse Terminals which might be helpful to other clubs organized, or to be organized, and also to answer numerous inquiries we have had from various sources which we have found it impossible to find time to answer intelligently, I will attempt to outline as clearly and briefly as possible the work accomplished by our club since organization, dealing of course, in generalities only, as any attempt to go into details would take too much space. This latter statement will be better understood when I say that the verbatim report of our last meeting covers 20 pages (letter size) of solid typewritten matter, or more than 12,000 words.

On January 15th, I addressed the following letter to about twenty-five heads of departments in the La Crosse terminals:

"I've a notion the work of all departments in the La Crosse Terminals could be handled more economically and with less friction if we had a Get Together Club to meet once a week for an hour or two for the purpose of discussing any and everything connected with the handling of the work of all departments and with this idea in mind I wish to invite you boys to a preliminary meeting January 20th, 8 p. m."

Every man addressed responded to the call, so we had a very enthusiastic organization meeting and the attendance at subsequent meetings has averaged about 50 out of a possible 500, and we confidently anticipate more than 100 at our next meeting.

We have held nine meetings and at no time has there been any drag, lack of material or enthusiasm—in fact, we have never yet been able to complete the order of business at any of our three-hour sessions.

Being the father of our Get Together Club, I have, perhaps, brought to my work as chairman, a greater degree of enthusiasm and devoted more time and thought to it than could reasonably be expected of others, but the splendid success of the club is due to the intelligent, enthusiastic and whole-hearted support of every employee in the terminals, who has had anything to do with the work, and we have yet to hear the first criticism from either employees or supervising officials. But on the contrary we have had a great many complimentary and encouraging letters from our supervising officials as well as those higher up and we were very much pleased and perhaps just a little flattered when we read in the April magazine that the management had taken steps to encourage this get-together idea.

If for no other than selfish reasons the employees in every terminal ought to have a

Get Together Club. They promote harmony and good fellowship and a better and essential understanding of each other's duties and the result is the elimination of the little irritating things which in my judgment have much to do with lack of efficient operation and especially to our individual peace of mind. We have, I believe, completely eliminated the feeling that anybody is trying to get anybody else's goat and to quote from Yardmaster Greenwood's remarks at our organization meeting: "We believe in each other and are not sitting at our desks or leaning against the wall thinking dark green things about the other fellows, but we have that feeling that no matter how difficult the problem ahead of us may be, it can't beat us because we have all the rest of the crowd behind us and that everybody is trying to further rather than retard our efforts."

Terminal and junction employees are all members of the same business family and should come to a friendly understanding of each other's work and the necessity for friendly intercourse and harmonious co-operation and I believe the Get Together Club furnishes the best possible medium for the accomplishment of these results.

Our meetings are conducted along the lines of parliamentary usages but without stiffness or undue formality and each one present is urged and encouraged to take part in our deliberations and has the privilege of standing or sitting while talking.

The work is carried on through committees appointed by the chairman after consultation with the executive committees which consists of the immediate heads of the various departments who meet at 4 p. m., 1st, 2nd and 3rd Tuesdays for a conference of one hour only and which is considered a part of the day's work and just as important as anything else.

The various committees make their reports at the regular monthly meetings held at 7:30 p. m., on the last Tuesday of the month and their recommendations are discussed and by vote accepted or rejected. We have several standing committees, the personnel of which is changed each month and in this way we keep up a friendly rivalry—each succeeding committee trying to outdo its predecessors. For illustration, our general inspection committee for this month is making a strenuous effort to find something to report that was overlooked by last month's committee and this means that if there is anything in the terminals that need attention along safety first lines, or anything else, somebody is going to find it.

Our standing committees are as follows:—

General Inspection, Claim Prevention, Safety First, Tools and Equipment, Public

Service, Fire Protection, Records and Accounting.

Following is a partial list of special committees to date, which will give an idea of the scope of the work:—

Seal Records, Improper Card Billing, Delay to Passenger Trains, Blocking of Street Crossings, Coaling of Engines, Pilfering of Electric Globes, Delay to Engines, Loss and Delay to Company Freight, Dumping of Garbage in Terminals, Delays to C. L. Freight in Terminals, Delays to Bad Order Equipment, Dumping of Fire Boxes in yards, Telephone Service and Car Records.

In conducting these meetings the chairman should be alert to nip in the bud any attempt at argument, or in other words, talking across the room with each other. Members should only talk to the chairman and the chairman should insist on their addressing the chair before starting any remarks. This will avoid members getting into a heated arguments. He should in the beginning of each meeting impress those present as strongly as possible with the idea that whatever is offered should be presented as "helpful suggestions" and not as criticisms and that the purpose of these meetings is primarily to help each other.

The various departments represented in our meetings are as follows:—

Yard, Car, Track.

Station—Freight Office section, Passenger Office section, Baggage section, Warehouse section.

Police, Store, Telegraph and Signal.

Roundhouse Office section and Coal Shed section.

Weighing and Inspection, Bridge and Building, Medical, Express and Legal.

On the first page of our minutes we list the departments and the names of those present from each department and if no one present the words "Not Represented" appear after the department, and in this way we encourage attendance for the reason that everyone understands all supervising officials are furnished with a copy of the minutes.

Our medical departments reports all cases of sickness and flowers are sent, and in case of death flowers and resolution of sympathy, and members are urged to attend funerals of members. The work of this department has much to do with the spreading of friendly feeling.

In closing I want to offer the thought that while the war is over and we have won, we are not done.

The reconstruction and readjustment work calls for a continuation of the same patriotic service that was necessary while our boys were in the trenches. While they were offering up their lives for us there was nothing we could do, and there is nothing we can do now that will begin to match up with them, so we should somehow make ourselves realize our work is not done and we should continue to give out moral and financial support to every measure brought forth in aid of our returning army.

If there ever was a time when this railroad needed our very best efforts along the

lines of economy and efficiency that time is now and I feel that most of us realize that it is up to us to take off our coats, roll up our sleeves and go to it with a degree of unbridled determination and enthusiasm that will spell in big letters "Success" for the old Milwaukee railroad.

From every great calamity there must necessarily come some good, but of course at frightful cost. Out of the terrible European conflict there has come to several millions of we railroad men and our families increased earnings and improved working and living conditions and it is up to us to preserve these conditions by bringing our services up to a higher level of efficiency—a level that will compare favorably with the new conditions which the war has imposed upon us, and the Get Together Clubs offer the best medium for our efforts along these lines.

Malden Roundhouse Notes.

Ida C. Hooper

Mr. Byron came into the office yesterday and said: "Spring is here because I saw a frog in the turntable pit." And Mr. Green added, "yes, and the baseball talent at the roundhouse has begun to limber up." These and the green grass, sunshine, buttercups and birds, really convince one that spring has arrived.

John Wiklund, R. H. F., made a flying trip to Othello, Sunday.

Andy Devine, formerly water service man on the Missoula Division, has been at Malden for the past week. He is now with the B. & B. department on the Idaho Division.

P. T. O'Neill, division master mechanic, and H. R. Callehan, traveling engineer, were Malden visitors, recently.

Paul Harding, machinist, is laying off for a couple of weeks. He will go to Spokane with his wife and he announced his intention of sleeping, "till he got ready to get up."

Thomas Allen, hostler, who has been laying off with a sore hand, has returned to work. Gamble Bryan has also returned to work but still minus his two front teeth.

Carl Plybon is back at Malden, firing on the Idaho Division. He has been at St. Maries for over a year.

Engineer C. A. Davis and wife have moved to Spokane. Mr. Davis will hold a run out of that city. Mrs. Davis is much improved in health since her return from the east.

Firemen Daniel McDowell and Ed. Marshall, who have been in the U. S. service, have returned to Malden, and are again firing on the road.

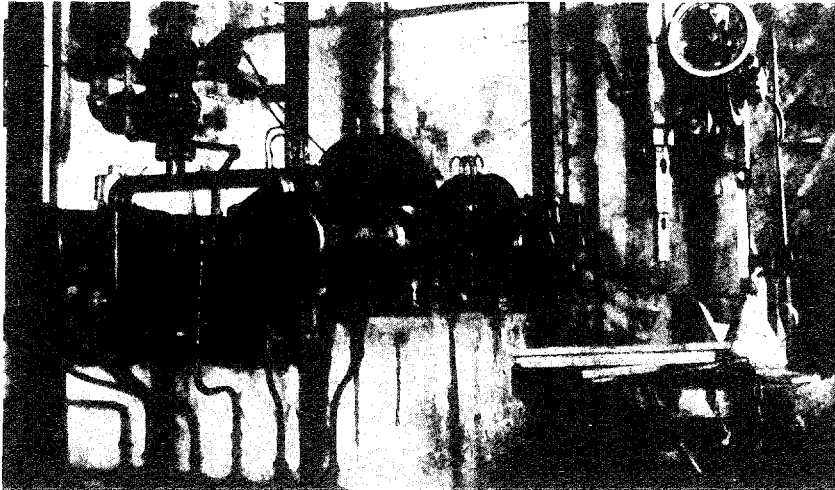
Earl Miller and Gamble Bryan were pleasure visitors in Spokane last week. Earl said we took in every show from penny ones up to 50 cents. Wonder what they saw so grand about a 50 cent show?

Chatelet Lodge, F. of L. F. & E., will hold their ninth annual ball, Monday, April 21st, 1919, at the Empire Hotel ball room. In addition to the dance they have secured the Isis Theatre and will present Fannie Ward in "Common Clay." During the afternoon and the evening. The show is free. Mann Bros.' orchestra from Colfax will furnish the music for the dance and it promises to be the largest affair of the season. Everyone is invited.

Next month we are going to have a lot of items about the brakemen and conductors and car department and everything. Didn't have any time to collect any this month.

Work has been started on the new office building and by the time this is published we will have moved in. The register room will be smaller than the one now occupied, but the office will be larger.

Engineer G. W. Nelson who has been in Mayo Brothers' hospital since Christmas has returned to Malden much improved in health. He will go to work the first of the week.

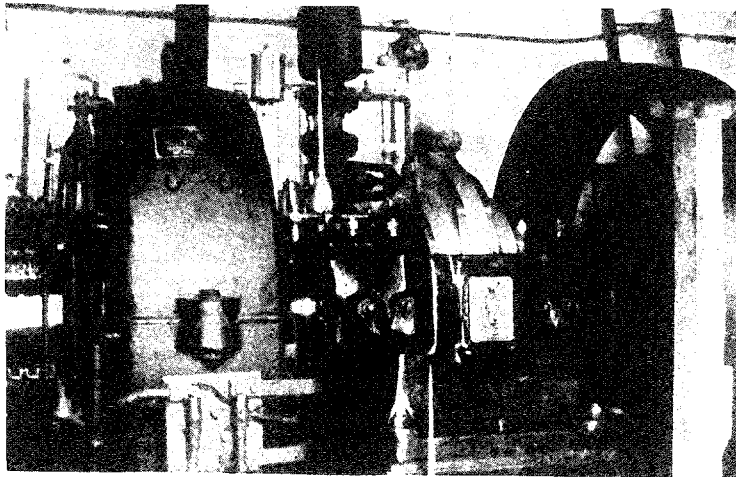


Air Compressors, Madison Roundhouse.

New Machinery at Madison Roundhouse.

The accompanying are photographs of the new electric generator and the steam air compressor recently furnished to Madison, Wis., roundhouse. The machinery was installed by Machinist Joe Meyers, Steamfitter Ed

Klemm and Electrician H. Pillbury, from Milwaukee shops. The photographs were taken by Harley Ragan, first trick call boy. Madison roundhouse is now completely equipped with electric lights—a decided improvement—and there is also a new electric motor on the turntable.



Electric Generators, Madison Roundhouse.

THE FUEL DEPARTMENT

What It Has Done and What It Expects to Do.

E. J. Summers.

As you all know, the Fuel Department was first organized as a war measure in order to save fuel to help win the war, as during war times fuel was worth more than money, and it was necessary that all concerned do their utmost to save this—at that time—most valuable commodity so that our boys on the other side should be kept with all things needed to enable them to swat the Kaiser where he needed the swatting. There is no need at this time to tell anybody how they did the job. The whole world knows it, and the whole world is applauding their efforts.

Without detracting one iota from the praise due to our brave boys, yet some credit is due to those who were forced to stay at home,

as it was through their efforts and support that our boys on the other side were enabled to achieve their glorious victory.

In this we believe that the Fuel Department and all those who so cheerfully aided their efforts are entitled to a small measure of credit.

During war times we made a patriotic appeal to all concerned to save fuel and met with a most patriotic response, and while the war is now practically over, yet we must not lose sight of the fact that the work of reconstruction presents even greater problems than those which are substantially behind us.

During the war we saved fuel, due to its scarcity; now we must save fuel on account of its value. Coal was coal in war times. Now coal spells money, and it is money we need to take care of our returning soldiers.

The prosperity of the whole country depends largely on the prosperity of the railroads, as the railroads employ more labor than any other industry; and in order that the railroads may be prosperous all items of unnecessary expense must be eliminated. In other words, we must make every dollar count so that wages can remain at the present high level and everybody be happy and contented.

Next to wages, fuel is the largest item of expense in the operation of a railroad, and also presents the most fertile field where economy can be effected. Talk to anybody, regardless of whether he is an official, engineer, conductor, fireman, brakeman, shopman, roadman, or employe, and all will tell you of places where fuel can be saved; and, in fact, there is no question about it, therefore what is really necessary is for all to get together as they did in war times, work with the same spirit and enthusiasm, cut out the waste, make every pound of fuel count, and the saving that can be effected will be enormous.

Much stress has always been placed on the waste of coal by firemen, but as a matter of fact, the firemen really waste but a very small percentage, and what they do waste, if any, is not wasted willfully, but through negligence or because under the conditions they can not help it. They have been picked at because they handle 87 per cent of all the coal burned on the railroad, but when we take into consideration that an engine in poor condition or improperly handled, overloaded, stopped where it is not necessary, trains badly made up, poor meeting points, leaky brake pipe, defective brake cylinder gaskets, improperly packed journal boxes, short side tracks, inadequate roundhouse facilities, overloaded coal cars, bad water conditions, poorly designed coal chutes, unnecessary switching, and the thousand and one other things that all result in fuel waste, we can easily see that we might as well, all of us, begin by plucking the beam out of our own eye before we attempt the moat from our brothers.

The work of the Fuel Department has been to stop waste wherever found, to help get engines in better shape, to make suggestions in train operation, to reduce losses at terminals—in fact, to do everything and anything that would save fuel without detriment to the service. In this their efforts have met with a hearty response from all.

Regardless, however, of what has been done, we must not at this time relax our efforts in the least, as coal has practically doubled in value and the economical use of it may mean the difference between tenderloin steak and a piece off the hoof.

Let us, therefore, again appeal to you, help us all you can. Surely you all take enough pride in your road, the good old Milwaukee, to want to see it in the front rank, and the only way to get it there is to reduce the cost of transportation, the only thing a railroad has to sell, and as stated above, the coal pile is the second largest item of ex-

pense, a direct transportation charge, and the most fertile field for effecting economies. So let us all get together, put her over the top as the most economical road in so far as coal is concerned, as well as the best road to work for in this neck of the woods.

We can do it with your help; all of you, mind you, from the top to the bottom, but without your help and co-operation, we are powerless.

Are you going to help? I am putting it up to you.

If you will look on the cover page of our magazine you will see that **team work** every hour in the day is what gets the goods. So let us have team work in the Fuel Department as well as in all other departments of our Milwaukee System.

S. M. East.

O. J. B.

It rained and rained—puny puddles grew to ponderous ponds; dingy ditches assumed diluvian dimensions; cackling creeklets became crashing creeks and rippling rivulets rearing, roistering rivers, and the result was one of the worst wash-outs we have had in many years on the S. M. East. We have, however, officials whom nothing daunts, and the instant the news of the damage came in they were ready to marshal their forces to repair, restore and resume traffic, and trains were running through again within three days.

We note that Brakeman Bizowsky is back on our pike after spending a few months on the St. Paul and Wells run.

George Smith, engineer for 52 years on the S. M., has moved to St. Paul to live. He will be missed at every station on the line where he has faithfully guided trains 22 and 23 as long as we can remember.

In our society column this month may be noted that:

Miss N. Satterloff spent a day in the Twin Cities:

Miss M. Mortis spent Sunday at her home, you know—we should say Juneau, Wis.

Miss Coady of Wells was observed on train 23 bound westward.

Operator Gunwaldson was called home to Albert Lea by the death of his little baby. We extend the sympathy of all to the bereaved parents.

Si Johnson has been with us at Austin quite a while plying his favorite occupation of dispatching trains.

You will doubtless remark that our Spring Ode has not yet been sprung, but it is on the way. There will be no advance in the price of the magazine for that number.

Our society editor is at present trying to unravel a mystery which will be told in serial form, if he succeeds, under the title, "The Boss at Work; or The Chief Clerk's Revenge." The facts thus far developed show that one of our division officials granted the rather nervous request of his chief clerk for leave of absence for a day. He accordingly fell to work next day with his usual good will and in the course of the day had occasion to go over in the yards. "Ha," said he, "I see Paul is home today. Guess I'll call." He thereupon went in and found Paul alone also. "Whassamatter, Paul, working hard?" "Yep," says Paul, "my chief clerk asked me last night for a day off." And now, doggone it! I s'pose in spite of the Victory Loan, taxes, and everything, I'll have to buy a wedding present.

And then right in the middle of this nice weather our bridge inspectors ran right into a big snowstorm and after wading around in the beautiful to the extent of two feet, gave it up until the said snow gets a clearance.

United States Railroad Administration News from Washington

Director General's First Talk to Railway Employees

In an address to the employees of the Norfolk & Western Railroad, delivered at Roanoke, Va., in April, Walker D. Hines, director general of railroads, declared that to his mind one of the greatest achievements of the war had been the improvement in wages and working conditions which had come to the railroad employees.

Says War Brought About Improvement.

"That improvement was coming about gradually without the war," said the director general, "but the war, which changed everything and put everything on a new basis, brought to a much more sudden completion this vast and important improvement in wages and working conditions of railroad employees. It is, of course, a very great pride to me to have had a part, first as assistant director general and now as director general, in seeing this great achievement come about and in helping to bring it about."

Thanks Employees for Service Rendered.

Mr. Hines declared that this was the first opportunity he had had to address a body of railway employees.

"The very first thing I want to do," he said, "is to tell you on behalf of the railroad employees throughout the United States and in a sense as the representative of all those employees how deeply grateful I am for the great service that was rendered by you and the railroad employees throughout the country in the work of winning the war."

Difficulties to Overcome.

Mr. Hines stated that the work he had undertaken was the most unique in character and that the problems to be overcome were of the most amazing variety and difficult of performance.

"It never happened before and it probably will never happen again," he said, "that of a sudden all the 250,000 miles of railroads in the United States are brought together under the direction of a single individual with powers conferred upon the President which he, in turn, has delegated to the director general. One of the most important and inspiring difficulties confronting me is trying to work out a reasonable and just disposition of the questions that arise between the railroad employees and the management. There is nothing which means more for the future of the country than the development of conditions which ought to exist between the employees of the country and the railroad management of the country."

Calls on Employees to Exercise Patience.

The director general said it was a tremendous achievement to work out in the course of a few months a radical improvement in the wages and working conditions of the two millions of railroad employees.

"I want you to remember," he said, "what a big job it is and how in the nature of things, it takes a little time to work out the problems and arrive at a just conclusion. It is a marvel how much has been done within the last ten months. We are trying to work out with the greatest possible justice to everybody concerned the adjustment of these things, and I hope that you will exercise a measure of patience in anything that affects you."

Discipline Essential as in a War Machine.

Mr. Hines stated that the railroad organization is, in a sense, like a great army, in which discipline is indispensable.

"That is the only way trains can be run," he declared, "accidents avoided and the great business of the country carried on. No army of any sort, whether it is industrial or military, can succeed unless it has discipline or control. An enterprise of this sort with two millions of employees cannot all be run from one central organization, and the more these things can be worked out through the representatives of the employees dealing with their local officers the greater the success from the standpoint of public service and

the more the employees themselves will get out of the present method of conducting operations."

Co-operation of Employees Necessary.

Mr. Hines called attention to the fact that the advance in wages and working conditions for employees is now on trial before the American people.

"A great many people," he stated, "think that too much has been done for the employees. I disagree absolutely with that view. But this is not clear to the American public, and in order to justify the important increase in wages and working conditions we must have increased efficiency in railroad operation. The way you can help this situation is to do your utmost to give the best possible value for the wages you receive and try to cut down just as much as possible the loss incurred for the time being in operating the railroads. In doing this you will justify what has been done in your behalf, and at the same time you will render an important public service which, in the last analysis, is the duty of us all, because it is the people of the United States as a whole who are footing the bills of government administration of the railroads."

Stole Property Belonging to the United States.

"He who steals such earnings steals the money of the United States. The property received by those in charge of these transportation systems for transportation is received by the United States to be transported by the United States and is in the custody and under the protection of the United States and the United States has a property therein. Congress had power to enact laws for the protection of all property coming into its possession in operating the systems. It was not so short-sighted as to enact a statute for the protection of the mere operation of the physical part of the system, leaving the United States powerless to protect the millions of dollars' worth of merchandise in the custody of the United States and being transported by it against the depredations of robbers and thieves."

New Appointments Announced by Director General

Director General Hines has appointed Henry B. Spencer as director of the division of purchases of the United States Railroad Administration and former Representative Swagar Sherley, of Kentucky, as director of the division of finance. Both offices were formerly held by John Skelton Williams, who resigned on March 15, and who has become chairman of an advisory committee on purchases for the railroad administration. The other members of this committee designated by the director general are Robert S. Lovett and Henry Walters.

Equipment Companies Need Not Worry.

The equipment companies with which the Railroad Administration made contracts early last year for the construction of locomotives and cars and on which there are considerable amounts yet to be paid are to be taken care of under a plan agreed upon at a conference between the director general and representatives of the concerns mentioned. This plan involves the issuance by the director general of his certificates of indebtedness to these equipment companies on account of amounts now due them.

Promotion of Railroad Travel to Be Encouraged.

It is the intention of the United States Railroad Administration, according to an announcement made by Director General Hines, to engage in a limited advertising campaign in newspapers and national magazines for the purpose of promoting travel to the National Parks and principal health and pleasure resorts. This campaign, which will be nation-wide in its scope, will be supervised in every detail by three committees of passenger traffic officers, located in New York, Chicago and Atlanta.

Railroad Policemen and Patrolmen Receive Increased Pay.

The director general has approved the recommendation of the Board of Railroad Wages and Working Conditions pertaining to patrolmen and others of the police department of the railroads under Federal control. The order provides a minimum rate of 45 cents an hour and a maximum of 53 cents an hour for patrolmen who are assigned to a restricted territory, with a minimum of eight hours a day and overtime at the pro rata rate for the ninth and tenth hours and time and a half thereafter. These men formerly received monthly wages ranging from \$60 to \$110. Under the new rate they will be paid from \$85 to \$112 a month on an eight-hour day basis. Proportionate increases, but on a monthly basis, are provided for lieutenants and for sergeants whose duties require traveling and whose hours cannot be regulated. The order applies to approximately 7,000 patrolmen and 1,000 lieutenants and sergeants.

More than 100 heads of agricultural development of the several railroads under Federal control held a conference in Memphis, Tenn., April 2, 3 and 4, for an exchange of views regarding methods of obtaining the best results and to make plans for their activities during the reconstruction period. The program adopted includes four general propositions, as follows:

1. To collect the latest information about opportunities for farming, stock raising, dairying, fruit growing, etc., in the several states having undeveloped resources, and furnish it free to those who wish to engage in such pursuits, special attention to be given to discharged soldiers and sailors.
2. To co-operate with county farm agents and other government and state authorities in looking after the interests of newcomers through the dissemination of information regarding methods of soil preparation, seeding, cultivation, etc., in order that they may be successful in the localities in which they have settled.
3. To improve marketing conditions by the widest circulation of information about where and when farm products will be ready for sale and where and when there will be need of such products, thus enabling the farmer to send his stuff to markets which are not glutted, and to obtain for it a price that will mean a profit on his investment, rather than a loss.
4. To conduct a campaign in co-operation with government and state authorities with the view of increasing the livestock output, not only because it is a profitable feature of the farming business, but also for the purpose of building of the soil.

J. L. Edwards of Washington, manager of the Agricultural Section, United States Railroad Administration, who called the Memphis conference, expects much good to come of the marketing feature of the program.

"While all our other work is highly essential," he said, "none of it will be worth while in the long run if we fail to find a market by means of which the farmer can carry on a profitable business. Every railroad wants every farmer on its line to be an asset to the community in which he lives, and unless he is able to conduct his farm operation at a reasonable advance over the cost of production, he will be a liability rather than an asset. The paramount subject, therefore, is the market.

"According to reports of the Agricultural Section for the first three months of 1919, approximately 12,000 homeseekers have written, asking about farm opportunities in various states. These inquiries are answered by the Homeseekers' Bureau, which is an organization of agricultural representatives of Federal controlled railroads working as state committees. The state committees are prepared to give homeseekers the specific information they want. About 15 per cent of the inquiries are from discharged soldiers and sailors.

In an address which he delivered at the Railroad Ticket Agents' dinner, held at New York on March 29, 1919, George A. Cullen, chairman of the New York City committee on Consolidated Ticket Offices, chose for his subject "Venders or Salesmen." He pointed out during the course of his remarks that although most dictionaries and

the public generally regarded the two words as meaning one and the same thing, quite the contrary is true.

He stated that one relates to those purely mechanical devices known as vending machines, without brains, nerves, never discourteous but without faculty to perform a task in a given time. The other, he said, was a term employed by every successful merchant, manufacturer and distributor in the country and made a feature of the course of study of many of our leading universities.

Mr. Cullen called attention to the fact that at the time the government took over the operation of the railroads pressure was brought to bear upon those in charge to have the city ticket offices abolished.

"It was claimed that they belonged to the benighted past before railroad men had learned to worship the three-headed god of the new era—elimination, unification and standardization," he said. "Some went so far as to say that anyone could sell a railroad ticket—it was only a piece of paper anyway."

He was glad, he said, that such course of action was not followed.

"The idea that a ticket is only a piece of paper," he went on, "is the result of about as intelligent a mental process as to say the same thing of a will, a contract, or any other written instrument. When a man sells a ticket, he does not sell so much paper, he sells so much transportation. The way he sells that transportation marks him either as a vender or as a salesman. A good vender is a useful and important member of our organization. Moreover, every salesman must do a certain amount of vending, it is an important part of salesmanship. All of this, however, does not alter the fact that there are degrees in salesmanship just as there are in painting. One is the painter who depicts upon a sign-board the delights of eating Aunt Mary's pancakes and the other who, with a greater skill and infinite patience gives the world a Mona Lisa or a Cistine Madonna. Again, one is a physician who plies his profession from family to family, vending pink pills to pale people, but he is a much greater physician who by reason of close study and highly developed skill is able to diagnose a hidden and dangerous malady, the very symptoms of which the patient himself finds it difficult to describe."

Mr. Cullen said that the man behind the ticket counter serves in three capacities which rank him high as a salesman in the best sense of that word.

"He is a creator of business, of good will and of service," Mr. Cullen declared. "The traveler may be one who has a vacation ahead of him which he may spend in his automobile, or by a railroad trip to Atlantic City, yielding the railroads \$7 revenue, or by a trip to Glacier National Park, for which the railroad fare is \$150. Another individual is one who needs a rest from business but who does not know where to go. He is likely to stay at his desk and let his health run down, and instead of contributing \$300 or so to help the railroads, compels his heirs to spend a like amount with the undertaker to convey his remains to Woodlawn. Let either of these men approach a real, live transportation salesman. He is shown the attractions of this or that resort, the excellent facilities for getting there, the Pullman accommodations and the ease with which his baggage will be handled from home to hotel, etc.

"There is no one spot at which the traveling public comes into contact with the personnel of the railroad so intimately as at the ticket counter or window. Here the busy man of affairs may get his ticket to Chicago and his choice upper berth near the washroom at the same time he gets the impression of the great courtesy and real interest in endeavoring to furnish him a drawing room which the tactful agent has displayed."

The speaker declared that these were but few of the many ways in which a transportation salesman fills a highly useful place in the greatest organized industry of the country.

"For my own part," he said, "I always have, and always shall endeavor to obtain from those in charge of the railroad interests of the country a proper recognition of the great importance of representing themselves by the right kind of transportation salesmen."

Homeward Bound.

On April 13th, running true to form, the Lucky 13th set sail from France, S. S. Beldere, and while this is being written are probably steaming around Gibraltar, prow pointed and faces turned toward our Lady of Liberty on Bedloe's island. Impressive, magnificent, frowning Gibraltar is for them only an incident, a mere detail in the great fact that they are sailing westward, that home is only a matter of a few days away. The regiment is a credit to the railroads which furnished its man-power, and its record is a glory to the country which they so gallantly served; and while D company seems a little nearer, a little dearer to us of the Milwaukee, yet our hats are off and we shout as lustily as Companies A, B, C, E and F march past and we welcome them all, not forgetting the few vacant places in the ranks left by the brave souls that have gone on, passing to their reward while in their special service in defense of their country's cause. D company was fortunate to have left over there but two, Private Jesse C. Main and Sergeant Joseph Barnoske, whose memories will ever be enshrined in the hearts of their comrades and of all who serve under the banners of the C., M. & St. P. They gave their lives for freedom, and their names are forever written on the tablets of the immortals.

The Milwaukee is proud that the regiment is coming home under the command of Colonel C. L. Whiting, with one battalion in charge of Major T. P. Horton, both of whom received their richly deserved promotions on April 10th, the news having come to Milwaukee headquarters on the 14th by cable from Captain Sawtelle of Company D to Vice-President E. D. Sewall, who may be regarded as the godfather of the Milwaukee contingent. He had charge of the matter of recruiting the company, and when it marched away it went with Mr. Sewall's Godspeed, while during all the time of its absence he has maintained an unslackened interest in its welfare. The Milwaukee has reason to be proud that it was able to furnish two of the regimental officers.

The following letter from Captain Sawtelle will be read with interest, in spite of the fact that he is now at home and able to tell his own story in full. It was the last one that he wrote before leaving their "Windy City" at Fleury, and it gives a pleasant picture of the homegoing preparations and carries the thrill of the joyful anticipation that pervaded headquarters at Fleury about that time:

Co. D, 13th Engineers (Ry.), U. S. Army.
France, A. E. F., March 14th, 1919.

My dear Mrs. Kendall:

We are still waiting at Fleury for our orders to move. Our trains are standing on the sidetrack ready for us to load into the cars. Our kitchen stoves have been set up in the cars and everything is ready at a very few hours' notice to leave this place. We have two trains and about 30 cars each, all U. S. A. boxcars, with one coach on each train for the officers to ride in during the day. We expect to spend about five days on the road between here and the coast, wherever we may go. We are very much in hopes we will go to Marseilles and sail from there. Nothing is definite yet.

There are many troops between here and the coast. We are in hopes to jump past a great many of these when we are ordered to leave. Our men are remarkably well considering the rainy weather we have had. Today is the first day for many weeks that the sun has shone really bright and warm.

I will send a cable to Mr. Sewall just as soon as we get anything definite on moving. We are looking forward to the parade on Michigan Boulevard and while we did hope to have this on the 17th of March, it may be nearer the Fourth of July when we do it. All of our men have been released from the railroad since the first day of March and all the work since then has been preparing ourselves for the trip to the United States for demobilization. One of our lieutenants, R. D. Coulter, has been assigned to the purchasing agent of the A. E. F. in France and will remain here for some time.

With best regards to all the Milwaukee employees, and hoping that we may renew old acquaintances before very long, we remain,

Yours very truly,

F. W. SAWTELLE,

Capt., Engrs.

Commanding Co. D, 13th Engrs. (Ry.), U. S. A.
Order this a. m. (15th) to load Monday, 17th.

13th and Last Edition of the Windy City Echo

The Windy City Echo, the (un)official organ of the 13th Engineers, expired at Fleury with its 13th edition. It was a good little brother, and the regiment as well as its many friends are happier for its having been.

Pershing Praises 13th Engineers.

The commander-in-chief of the American expeditionary forces addressed the following communication to the commanding officer of the 13th Engineers (Railway), in which he accords the regiment the high commendation of its personnel being "a true representative of the very highest type of railway personnel in the United States," and his conclusions were drawn from the record of their deeds, their loyal and unswerving devotion to the French armies under which they served during the period of their stay in France. Many of the officers and privates were decorated by the French high command, and the commander-in-chief expresses himself as highly gratified at such recognition of their services. His communication reads:

American Expeditionary Forces

F. Hq., 4th Sec. G. S., Feb. 22, 1919.

From: Commander-in-Chief.

To: Commanding Officer, 13th Engrs. (Ry.).

Subject: Commendation.

Official report has just been received at these headquarters of the decorations and citations awarded you with the approval of the French High Command by the commanders of the French Armies, Army Corps, Divisions, Brigades and Regiments under whom your regiment has served during its tour of duty in France. It is very gratifying to know that the efficient service of your regiment has been so recognized and rewarded.

At the request of the French government, presented in the spring of 1917, your regiment was organized at an early date and under the most favorable auspices. By reason of the great number of men who presented themselves for service in France and the selection which was thereby made possible, the character and qualifications of the officers and men composing the 13th Engineers were such as to make it a true representative of the very highest type of railway personnel in the United States.

It was your good fortune to come to France in the formative period of the American Expeditionary Forces, and you were at once placed on duty with the French Armies in the sector of Verdun—a name which is the apotheosis of the glory and

honor of France. Here you took up the task of transporting men, material and supplies to our allies under conditions of service utterly unlike anything in your previous experience. Railway equipment and methods of operation were entirely new to you, and the situation was made still more difficult by the lack of a common language.

The cheerfulness, the adaptability, the loyalty and the self sacrificing devotion to duty uniformly displayed under these trying circumstances by the 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.

I therefore take advantage of this occasion to express to you, and, through you, to the officers and men of your command, our high appreciation not only of the valuable service rendered by them, but for the great assistance they have been to one of our allies. As a token of its appreciation for these services, the military authorities of the French Republic have awarded you these decorations. These medals and citations should be more highly prized by you when you realize that in receiving them you have won at the same time the real appreciation and gratitude of the French military authorities under whom you have served.

By order of the C-in-C.

GEORGE VAN HORN MOSELEY,

Brigadier General, G. S., Asst. Chief of Staff, G-1.
Certified: A true copy.

Thomas P. Horton, Capt., Engrs., U. S. Army,
Adjutant.

Under date of March 15th, just preceding the departure of the 13th from Fleury, which had been headquarters of the regiment during all the weary months of their long service, the following communication from the commanding officer of the French "Reseau de l'Est," with which the 13th has been in service, was received and bulletined by Colonel Whiting:

Hdqrs. 13th Engrs., U. S. Army,
March 15th, 1919.

To the Members of the Thirteenth Engineers,
U. S. Army.

1. The following letter has been received and is published so that each and every member may know in what high esteem the regiment is held:

Commission de Reseau de l'Est

March 9th, 1919.

My dear Colonel:

On the eve of the departure of the 13th Engineers, U. S. Army, from France, I wish to express my most sincere thanks for the aid given to the common cause, not only by yourself, but by all of the personnel under your command.

Being the first to arrive on our soil, the entire regiment with remarkable spirit rapidly adapted itself to the new conditions of life under most trying circumstances in the region of Verdun and of St. Mihiel. So difficult and so illustrious, each and every one has performed his duty, and even more than his duty, and the wonderful results obtained have been worth all the efforts. In every department of the service, the operation, the mechanical, the maintenance and construction, all have done their best and every soldier has been anxious to give his very best freely.

I beg you to express to your personnel all my thanks and all my congratulations. I am certain that the common efforts will be a lasting factor towards maintaining the friendship between our two countries.

Please accept, my Colonel, the expression of my best sentiments.

(Signed) A. MARCHAND,

Lt.-Col., Commissaire, Militaire, du Reseau de l'Est.

C. L. WHITING,

Lt.-Col., Engrs., U. S. Army, Commanding.

Soldier's Letters

The following is from George J. Pfanner, still of the U. S. Marines, now with the Army of Occupation in Germany:

Rosbach am Weid, Germany.

February 14th, 1919.

My dear C. T. F. and Bunch:

Yours of June 13th, 1918, received today and for a long time I thought you "fellows" had purposely forgotten one of Uncle Sam's Marines.

Our mailing and postal departments are very prompt now, though, for all the delay of the June letter. You see, at that time we were in the thick of it, giving "Fritz" hell, just 45 miles from Paris, at Chateau Thierry, and Bois de Belleau, and it was during the month of June I first learned what a hell on earth a modern battlefield was. I was frightened, but that did not relieve me of my duties, and as I was a non com I was careful not to let anyone know of my fright.

Boys, no man, no matter how brave, goes into battle without having that sort of a dry feeling in his throat, without the least feeling of nervousness, and when I say NO MAN, I mean only normal human beings. I have been in many drives and only five of us in the entire company of 300 enlisted men can boast of having taken active part in all of it. I never had even a close call, although fired at Germans with a Springfield rifle at 50 yards. I was prone at the time and using a good sight, but even today I could not say whether I really killed a man. The Lord knows it wasn't my fault if I didn't, for I tried hard enough.

How did the rest of the bunch turn out—anyone hurt?

Fighting Germans is hell, but this living with them is very nearly as bad, and I'm getting more and more homesick daily.

Have quite a few souvenirs of the kind taken in real battle, and a little "bull" to go with each, so "stand by" when I return.

Have been across here about a year and that year will never be forgotten. Have gone through France, Belgium, Luxemburg and am now four hours' walk on the interior bank of the Rhine River.

Write and send me some news.

Sincerely your friend,

GEO. J. PFANNERSTILL,

16th Company, 5th U. S. Marines, A. E. F.

Real Man's Job is Assigned Lieut. W. S. Opperd in Russia.

The following will be read with interest by the many friends of Lieut. Opperd, who was formerly a conductor on the S. C. & D. Division of the C. M. & St. P. R. R.

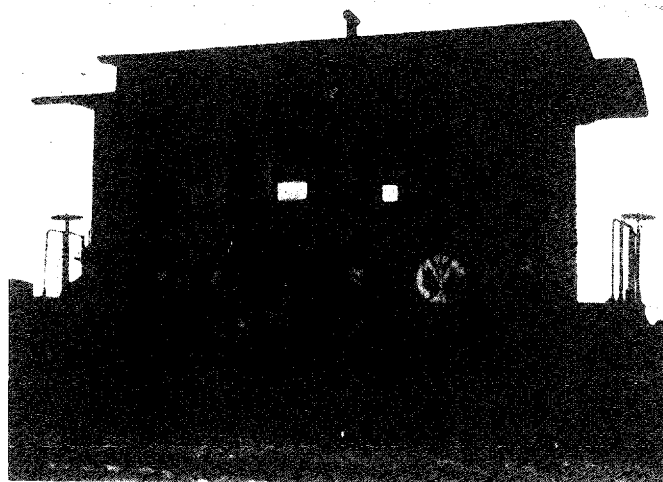
Lieutenant Opperd has been in Russia and Japan for the past year with the John S. Stevens Railroad Mission. Distribution of American supplies and provisions to the hungry Russians, 5,000 miles from Vladivostok in the interior of the country, where the temperature is from 50 to 60 degrees below zero in winter, is the task which faces Lieutenant Opperd.

Lieutenant Opperd left Vladivostok, in charge of a supply train, January 7th, and his letter said he expected to remain in the interior for two months.

The supply train is composed of 17 cars of food and 25 cars of clothing that will be distributed to the Russian people. They are also carrying with them 2,500 bundles of clothing for the Russian railroad men. These bundles contain everything from overcoats, suits, and boots that a man would need for comfort. In fact, as Lieutenant Opperd wrote, they contain everything but the sewing machine. The destination of this train is Ekaterinburg, 5,000 miles from Vladivostok.

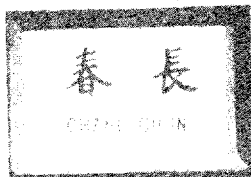
There are only 23 men with the train, including the guards, one of these men being Doctor Scudder of the American Red Cross, and another a correspondent from the Chicago Daily News.

Lieutenant Opperd also tells with interest of the way the trains are made up and run over there. "We have a sleeper and diner and it sure seems queer to have to use candles to go to bed by."



Caboose on South Manchurian Railway.

"Our engine has no head-light, bell or pilot and no markers on the rear of the train, also no air brakes." Instead of hauling the sleeper and diner at the rear of the train as we would do, they haul them next to the engine. At the time of the last letter received from Lieutenant Oppenrud, they had been on the road nine days and made 882 miles. The congestion of freight and supplies, American made and produced, is enormous. At one place there were 75,000 tons of Soya Beans that had stood for over three years. At Two Rivers, there's acres of ammunition guarded by the Americans. On the streets of Vladivostok are 65 crates containing automobiles of an American make that have stood uncrated for that period. From these extracts one can easily see the enormous task ahead of the American rail men under Mr. Stevens.



Chang Chun, Lieuts. Wells, Oppenrud, Jackson, Victor and Roberts.

Wooden Shoe Doing. "Mitch."

L. F. Donald, formerly chief clerk of the Northern Division, Milwaukee, has been appointed chief clerk to C. H. Buford, superintendent Superior Division, at Green Bay.

Engineer Louie Peterson found a steam shovel afire recently, and someone was kind enough to have an iron cross sent to him with a notice that he would be allowed to wear it on his right breast in recognition of his heroic work in putting out said fire.

Yardmaster Bill Tierney, was off sick a few days but is back on the job again.

At Woodruff claimed someone has to work around the office so he swept it out the other morning. When he was half through he had to take off his coat as he was not used to hard work.

The first new standard time card is out on this division and it makes a very nice appearance.

Firemen Millard Sumne, Harry Houle, William Spears, Geo. Spears, Irwin Fredericks, Louis Mix, E. Sherbert, Roy Gristus, have returned to Milwaukee after having helped out with the ice rush.

Fireman Dave Duquaine is laid up with tonsillitis. He expects to be back on the job before long.

Brakeman John Taubel, better known as Fatima, has returned from overseas duty and has reported for work. John says he learned to parlez vous while in France.

Machinist Charlie Robinson, Henry Jaegers and Fireman Mitchell Basche went to Milwaukee for the big fights, but were disappointed on their arrival to learn that they were called off at three o'clock the same day. However, they celebrated the evening by attending the Gayety. Some show. Jiggs Jaegers claimed he would spend sixty cents anytime to see a show like that. It was Jiggs first trip to the city, no wonder.

Machinist Joe Kalb has been home sick for a week. Hope we will see him back on the job before long.

Machinist Helper Walter Schaefer, sustained a painful injury to his foot when a draw bar pin fell and crushed part of his instep. He was removed to St. Vincent's hospital where it is reported he is doing nicely.

Mrs. L. Bennett, wife of Conductor L. Bennett of Menominee, Mich., is confined in St. Vincent's Hospital, where she underwent a serious operation. Latest reports are that she is rapidly recovering.

Switchman Harry Jansen, who was injured some five or six weeks ago, is able to be out again and will be back to work before long.

The month of March saw twenty-six men on the enginemen "Dragged List," having received their mileage, during the ice rush.

Fireman Bill Douville passed the engineer's examination on the 27th of March. Bill says now all he has to do is look forward to time card examination.

Claim Prevention Bureau

C. H. Dietrich, General Chairman

The General Committee on Claim Prevention submits the following loss and damage statistics for February:

	1918	1919
Freight revenue.....	\$5,145,279.91	\$6,923,871
Loss and damage.....	132,610.87	335,389
Ratio of L. & D. to revenue	.0259	.0484

During March there were 13,997 new claims for loss and damage received in this office, the face value of which was \$585,952.27; 466 of these claims represent loss and damage to livestock, principally on account of delay in reaching market, the amount claimed on livestock being \$164,098.

From the statistics shown above, indicating claim payments for February and claims received for March, it is quite evident that our campaign for a reduction in loss and damage is not only timely but imperative, and it is a subject that will have to be given the best efforts of everyone concerned in the handling of freight if the records now being made along these lines by other roads in this region are to be equaled or excelled by our line, and certainly no one in this organization is going to be satisfied until this end is accomplished.

About this time of the year the collectors of junk are active and a great many shipments of rags, rubbers, metals, etc., are being shipped in carload and less carload quantities. We recently received several claims for alleged loss of scrap metal from shipments of junk loaded in open equipment. Nothing except ordinary scrap iron should be loaded in open equipment. All other metal must be forwarded under seal protection and, in accepting LCL shipments of this character, agents should check the bags carefully and know that weights are correct.

On account of the short crop of ice this season there will probably be a considerable movement of ice between local points in LCL shipments. Agents accepting ice for local movement in small lots should be very particular to have it loaded in cars containing no other freight that the ice will damage by melting.

In order to get some idea of the proportion of shipments reaching destination damaged and pilfered in fibre-board packages, as compared with wooden packages, the bureau suggests that agents forwarding claims to the freight claim department make a special notation on Form 234, indicating whether the container is of fibre-board or wooden box, and a record will be maintained by the Freight Claim Agent covering this feature.

A fruitful source of claims noted recently has been those filed for loss on shipments of empty cracker cans. These losses are due largely to carelessness in billing. If all shipments of this character were billed showing

the number of crates and the number of cans in each crate, it would simplify matters considerably.

Another feature somewhat similar is that of billing agent accepting various sizes of empty oil barrels and making no distinction in their billing between the quarter size, half size and full barrels. Furthermore, on all return barrels agent should be particular to see that barrels belonging to one oil firm are not accepted for shipment to another, but should insist on consignor forwarding his empty barrels to owners only, the owner's name generally being embossed or stamped on the barrel.

The record of our egg receipts for the first three weeks of the season are quite gratifying and indicate that the movement toward better handling of eggs is bearing fruit. It is expected that everyone connected with the movement of eggs will continue to watch this business closely and see whether we cannot make a marked reduction in the amount spent for damage to this commodity during the present season. Prices are unusually high, and a large reduction in damage must be made in order to offset the increased cost. Up to date they are reaching this market in first-class condition, both less carload and carload lots.

In talking over the loss and damage situation with upward of one hundred agents during the past week, it has been developed that there is some hesitation on the part of our agents toward turning down shipments tendered them for transportation that are not properly boxed or crated or properly marked. Some agents feel they have not the authority to do this. The Claim Prevention Bureau would like to impress on every agent that it is not only his privilege but it is his duty to insist that every shipment tendered be put in proper condition by consignor before receipting for it. If this one feature of our claim prevention work could be enforced uniformly, the Prevention Bureau feels that a long step would be taken toward bringing the loss and damage account down to a reasonable figure, and the bureau hopes that every agent reading this bulletin will take the matter up vigorously with his freight house foreman and, at one-man stations, the agent himself will assume the responsibility of requiring shippers to put their shipments in a safe condition, both with respect to the container and the marks, before accepting it. Where there is any controversy in connection with this practice, write the Claim Prevention Bureau fully and we will endeavor to have a representative call at your station in order to straighten out any misunderstandings that may result.

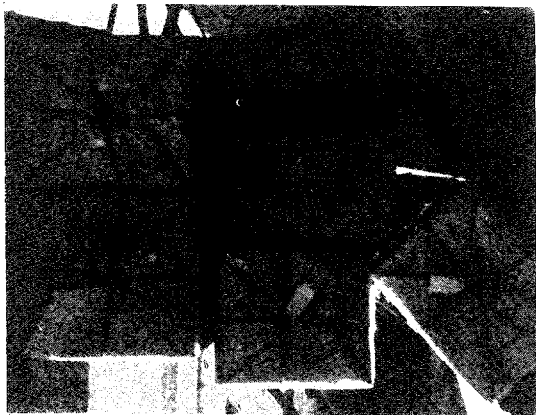
Intensive Loading of Warehouse Trucks.

During the past two years the carriers, with the co-operation of shippers, have succeeded in making use of the entire cubical capacity of the equipment, which has resulted in saving thousands of cars during that period.



Truck Loaded With Ten Cases of Beer.

The lessons learned from this campaign of intensive loading have been various, and one of these is that it is possible to increase the efficiency of our trucking, especially at the larger stations, where the cost of trucking freight is a considerable item. The increase in truck loads is possible by making use of a board extension to the lip of the truck, which permits of loading from two to five times the ordinary truck load, especially where the freight is of a light or bulky nature.

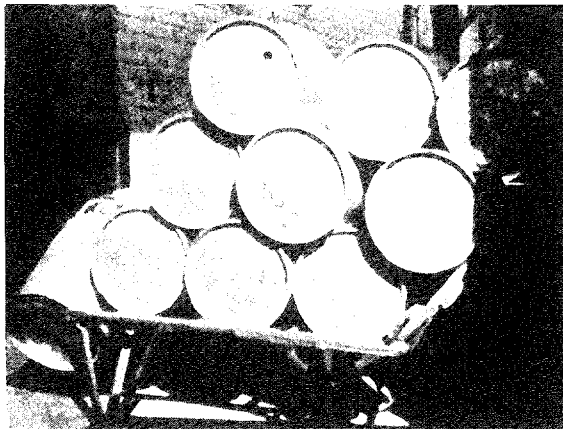


Truck Loaded With Five Large Trunks.

This system is used extensively at our Milwaukee freight house, and the illustrations shown below tell the story plainer than it could be told in words. Figure 1 is a truck loaded with ten cases of beer. Figure 2 represents a truck loaded with five large trunks, while Figure 3 shows ten empty milk cans on one truck. The wooden frame or extension lip is of light construction and can be made in any cooper shop.

This system should be looked into by every

freight agent handling any considerable quantity of freight on his platform, as it will be found to be a great time-saver, and in addition thereto prevents freight falling from the truck and subjecting it to loss or damage.



Ten Empty Milk Cans on Truck.

Things That Do Not Happen Today?

E. G. Higbee.

Old Bill Scantherail says that when he was a young feller, if a brakeman kicked a car an' she didn't run in the clear, he would cuss something fierce an' give the hogger a violent signal to take a run an' jump at her—which the hogger sometimes used good (?) judgment and done, an' transferred the plate glass from the A end to the B end of the car; but it didn't make no difference those days, 'cause the claim department had plenty o' change.

Atkins Roundhouse News.

Engineer G. L. Weineke has returned to the pool at Savannah, after several months of switch engine service at Atkins.

Engineer George Haines, for the past several years a resident of Davenport, has moved to Cedar Rapids and is in service between that city and Monticello, on trains 95 and 96.

The following girls of the Atkins clerical force attended a meeting at Perry, Sunday the 13th, for the purpose of initiating the clerks at Perry into Rainbow Lodge of the Brotherhood of Railroad Clerks: Misses Bess Carver, Idelle Fullerton, Myrtle Campbell, Maude Ratcliff, Dorothy Klumph and Maud Robinson. The girls spent an enjoyable vacation.

The Atkins roundhouse force is moving its 75-foot flagpole and lawn fountain from Marion to its new location at Atkins.

Engine Inspector Lee Layton was called upon to mourn the death of his wife the first part of April. Lee is receiving the sympathy of his host of friends on the division.

Engineer Charles Strickell is quarantined at his home in Marion with a severe case of smallpox.

Robert Law, formerly a machinist at Marion, is shaking hands with his numerous friends, having just returned from ayar in the service of Uncle Sam in France.

Some of the boys of the East Division have just received the news of the death in France of former fireman Arlan C. Van Bibben, who was killed in action last October.

Engineers Grine and Wyckoff are back in freight service after about four months in main line passenger service, being displaced by Engineers Howe and Donovan.

Machinist Ed Crawford, who has been at Mayo brothers' hospital the last month, is expected home the middle of April.

Safety First

A. W. Smallen, General Chairman

Safety Section.

Bulletin No. 2.

To the Safety Supervisors and Safety Representatives, United States Railroad Administration.

Dear Fellow-Workers for Safety:

The Safety Section has just finished compiling the statistics of the activities of the various railroads under federal control up to Jan. 1st, 1919. The first official monthly report was requested for October, 1918, but many roads did not get down to form before January 1st. However, those that reported show splendid totals, and some of the items covering October, November and December are as follows:

Grand Total to Jan. 1st, 1919:

Men officially reported talked to individually by Safety Committeemen	164,002	
Men officially reported talked to collectively by Safety Committeemen	49,350	
Conditions reported	133,304	
Practices reported	37,763	171,067
Conditions complied with	83,104	
Practices complied with	29,520	112,624

This means that 171,067 conditions and practices were brought up at meetings and 112,624 were definitely corrected, perhaps thereby saving property and life that if delayed might have caused serious loss. This splendid record was made in spite of the reflected influence of the serious epidemic of influenza during these months.

Many of those unsafe conditions and practices reported and not complied with are pending for further consideration and action, needing further analysis, estimate of cost, and expert examination.

In December, 1918, there were 1,846 illustrative accidents discussed in various sessions of Safety committees of the railroads with a view of showing how similar accidents may be avoided. Only by intimate discussion can these be exemplified and impressed.

On Jan. 1st, 1919, there were 6,869 officers and 13,287 employees, a total of 20,156 railroad men, engaged as committeemen, under intense personal supervision of the Safety Section of the United States Railroad Administration, actively working for Safety, whereas a year ago and before the Safety Section was organized, there were comparatively few. But it takes frequent meetings of division, shop and terminal officers and employees to keep up the interest, to discuss and correct items reported, whereas if meetings were held at long intervals they would have to be formal and protracted sessions, and delayed items of small moment at first may have grown big or even beyond correction if not also a source of actual recorded accident.

One individual railroad report was as follows:

Number of persons injured in comparative years ending December 31st:

1918, 1,356; 1917, 1,537. Decrease, 181; decrease per cent, 11.8.

Another railroad since the Safety organization on that line in August, 1918, to January, 1919, indicated its personal injury record and reduction in the following manner:

During August, 1918, an accident every 42 minutes and 10 seconds.

During September, 1918, an accident every 51 minutes and 7 seconds.

During October, 1918, an accident every 52 minutes and 9 seconds.

During November, 1918, an accident every 54 minutes and 20 seconds.

During December, 1918, an accident every 57 minutes and 14 seconds.

During January, 1919, an accident every hour and 5 seconds.

The following official data just received for the month of January, 1919 (including the appalling wrecks that month), as compared with January, 1918:

	January.	
	All persons (including employees)	
	Killed	Injured
1918	212	3,118
1919	94	262
Decrease	118	2,856

If this record per month is only partially sustained for the entire year 1919, surely an army of living will be able to call the United States Railroad Administration's Safety Section a national blessing.

These details could be extended, for we have many equally as encouraging reports, showing sustained interests and results on various roads that had no well regulated safety department until organized under the direction of the Safety Section of the United States Railroad Administration.

Within the limited space of this bulletin it is not possible to give all the items we would like, in order to show you the definite progress being made. The Safety Section has been repeatedly urging cleaning up the yards and rights of way. Reports on this subject are definitely gratifying. One of the big roads has stated:

"One division reports picking up between 675 and 700 carloads of scrap and debris; 92 cars of scrap iron gathered up along rights of way in yards. You can appreciate from the foregoing that the salvage in material has amounted to thousands of dollars, and in the divisions that were cleaned up through the efforts of the Safety Department there were a number of old link and pin couplers that were picked up, which is positive proof that no clean-up had been made for a number of years."

On another road, on one big division, the official report stated it was estimated:

"The work of the Safety Committees in connection with cleaning of yards is worth one million dollars to the employees."

The following quotation is taken from one of the many recent joint circular letters

issued by the various Brotherhood lodges:

"We feel the Safety movement is of the utmost importance to all employes, and your hearty co-operation and earnest support is requested that accidents and personal injuries to our fellow employes may be reduced to the lowest minimum."

The Safety Section's Regional Supervisor of Safety of the Southwestern Region is planning "No Accident Month" for May. Big and lasting results are confidently expected by this intensified campaign. May we not hope to develop to "No Accident Year" in the near future by the efforts we are still putting and must continue to put in this safety work?

Let us constantly bear in mind that every accident is a notice that something may be wrong with the man, plant or methods and should be immediately investigated by persons in charge of work to ascertain cause and apply remedy.

Always your friend and for Safety,
A. F. Duffy,
Manager, Safety Section.

Milwaukee Terminal Safety First Meeting, March 26th, 1919.

Those present were: B. F. Hoehn, Mr. Brock, C. A. Bush, N. A. Meyer, S. C. Breckenridge, W. G. Miller, Ben O'Hara, R. L. Hebard, E. E. Sass, W. Jost, J. Garrity, A. B. Mitchell, W. H. Armstrong, H. McMertrie, J. J. O'Malley, F. E. Butz, William Dore, A. T. Holsner, R. R. Loye, Otto Zambaski, A. O. Wilson, H. K. Krohn.

Items not finally acted upon at last meeting:

Committeeman Meyer reported the gate at the Barnett Woolen Mills being too close to track. (Taken up with the Barnett Company.)

Mr. Breckenridge reported that a large number of knuckles were lying between tracks, evidently left over by carmen. (Taken up with General Car Foreman.)

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

He also reported Grant Marble Co. dump rubbish in the ditch, blocking waterway. (Taken up with the Grant Marble Co.)

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

Mr. O'Malley reported the platform at Stratton-Ladish Co. too close to track. (Referred to W. W. Co.)

Mr. Meyer stated that the International Harvester Co. 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 Co.)

Suggestions brought up since the last meeting:

Wires were noticed hanging over sides of car going to the Falk Co. (Instructed the Falk Co. to remove wires hereafter.)

J. I. Campbell reported that iron strip on door of power house coal bin projected sev-

eral inches at bottom when door is closed. (Taken up with Chief Carpenter Eggert.)

Mr. Wrens suggested that baggagemen be instructed proper handling of baggage trucks. (Referred to W. B. Hinrichs.)

Foreman Kowalke reported that Standard Crucible Steel Co. left carrier arm on hoisting crane extending out from the side of their building so that our engines or cars cannot pass. (Taken up with S. C. S. Co.)

J. M. Linshen advised that the blue light was removed from C. & M. in air line yard March 11. (Referred to N. A. Meyer.)

The Pfister-Vogel Leather Co. were reported piling coal too close to tracks in Stowell District. (Taken up with the Pfister-Vogel Co.)

Suggestions brought up at the meeting:

Committeeman McMurtrie reported a stone platform at the Grant Marble Co. plant having only 6-inch clearance. (Taken up with the Grant Marble Co.)

Mr. Mayer suggested that the indicator signal at Thirteenth St. crossing be placed on a shorter circuit. (Referred to I. F. Gillen for his recommendation.)

Mr. Breckenridge suggested that the angle cock on class L3 and C2 engines, which are now on the running board, be placed on the pilot. (Referred to D. M. M.)

He also suggested that the switches on the lead at the Illinois Steel Co. plant be equipped with switch lights, or that the switches be lined up for the lead and locked. (This was taken up with the Illinois Steel Co.)

Mr. Breckenridge also reported that concrete was dropping from the 27th St. viaduct, near the south end. (Taken up with the Board of Public Works.)

Report was made that scrap iron was lying between the track and platform at Benish Bros.' plant, 30th avenue. (Asst. Supt. Bush instructed to call on these people.)

Report was also made that the hoppers on car of coal and car of coke dropped, allowing contents to be scattered along right-of-way. (General Yardmaster to get car numbers, so that the matter can be taken up with shipper.)

He reported that the tie wall, at the east end of the Stock Yards, which was built for dumping manure, to be in very bad condition. (Taken up with the Milwaukee Stock Yards Co.)

Mr. O'Malley reported the coal pile at Elevator E, near their bagging house, to be too close to the track. (Taken up with Taylor & Bournique.)

Mr. Hebard advised that surplus water draining from the Harvester Co. plant was running underneath the Muskego yard office, making it very damp. (Chief Carpenter Eggert instructed to remove some of the boards and place a screening.)

Mr. O'Malley suggested that some ditching be done near the Borchert Malting plant, Air Line Yard. (Referred to Roadmaster.)

Committeeman Ross advised that the lead from the U. R. T. Co. to Banesh Bros., at Gibson, was in very bad shape. (Referred to the Roadmaster.)

Mr. Dore recommended that the standpipe at the new coal shed be equipped with a handle so as to enable firemen to operate same more easily. (Referred to Chief Carpenter Eggert for attention.)

Mr. Loye made request that section men be instructed to notify operators in all instances before taking up track. (Necessary instructions issued to all concerned by Roadmaster.)

It was reported that there were some old wheels lying alongside tracks in the Air Line Yard at the storeroom, Burnham Bridge and Elevator E. (General Yardmaster instructed to have same picked up and turned into shops.)

Committeeman Dore advised that in his opinion the practice of having pusher engines chase trains and couple on them was very dangerous and suggested that it be discontinued. (Taken up with the General Supt.)

Mr. Brock, the new District Safety Inspector, gave an interesting talk on Safety First, and advised the committee that at the next meeting there will be a discussion on motor cars.

Safety First Meeting March 22nd, 1919.

Regular monthly meeting of the Davenport Safety First Sub-Committee called to order on Saturday afternoon, 4:30 o'clock, with an attendance of forty-one, with J. C. Lang presiding in the absence of O. H. Wilson.

Those present were:

J. C. Lang	William Frank
Charles Engleking	H. L. Smith
Peter Sonne	J. Reedy
J. J. Bettendorf	J. Lysander Pierce
R. G. Whallig	John Linelan
Fred W. Dillig	Katherine Brennan
J. R. Lamb	Marie Barnes
P. L. LaBarr	Edna Langer
Robert Dillig	Hertha Wulf
P. L. Hinrichs	Genevieve Britt
J. T. Clark	Margaret Hasselmann
J. J. Flannigan	George Mormann
J. E. Cogshall	Harry LaFrenz
J. A. Taylor	Edith Ray
H. Stevens	L. E. Asplund
Agnes McGovern	Emmet Quinn
Mae Robertson	Glen Wright
Wm. R. Parkin	O. H. Carlson
Henrietta Stollenberg	S. B. Stoddard
Anna Kahl	O. Weingartner

J. C. Merrill

Matter of improper clearance to tracks along Front street, between Western avenue and Perry streets. This was taken up at general meeting in Savanna a month ago. No results as yet.

J. C. Lang advises that wooden bridges for freight house have been received.

Regarding crossing at Government bridge torn up without proper guard. Taken up with general committee, who took it up with street car company. Matter closed.

J. Taylor reports that No. 66's engine is still continuing to drop burning cinders onto ties. Will be taken up for immediate discontinuance.

J. J. Flannigan, yardmaster, reports a number of boards containing nails in them are still being strewn about the freight house tracks. Mr. Stebbins reports he has had a man at it for the last few days. To be taken up with J. Lamb, freight house foreman.

J. Taylor, switchman, reports that coal pile near Denger's track has been taken care of.

J. C. Lang reports that door of vault which was in bad condition has been taken care of.

J. Bettendorf reports they are getting a number of cars which are not satisfactory for loading merchandise account of leaky roof, etc. Mr. Stebbins advises cars should be examined by chief stevedore. If they have leaky roof, notation should be made in car so that flour, sugar, etc., will not be loaded in same.

J. Taylor, switchman, reports there are rails between the track at Perry street. States that Engine No. 1179 bumped into pile of rails with

two men on footboard. No damage done, but great danger. Mr. Flannigan reports that new rails are being laid there and old ones have been removed.

Mr. Taylor advises bumping blocks should be placed on coach tracks. Mr. Merrill advises he will attend to bumping blocks on the coach tracks as soon as possible, which will be about the first of April.

Mr. Taylor recommends that self cleaning stacks be removed from engines, and that hoppers be replaced.

No further business being presented, meeting adjourned in usual way.

H. Stollenberg, Sec.

Report of Safety First Meeting Held at Des Moines, Iowa.

Mr. Lollis called the meeting to order at 1:30 p. m. Following the roll call, the minutes for the March meetings were read by Mr. Kane.

5. Committeeman Myers reported a low power wire at Keystone mine. The matter was taken up with the manager of the Keystone mine. Lineman reported that wires have now been raised to a height of 20 feet and 8 inches, that a new pole would have to be put in to comply with the law. This will be done by the company as soon as they close up the mine.

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 to cover ties are still on the way. They were shipped out of Dubuque, January 27th.

16. Bill board near our right of way at switch leading to Keystone mine. This bill board 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 advised under date of March 17th, that they would take the matter under consideration.

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, on January 10th and February 10th, who replied that he would have this grade widened out later when they had sufficient force to do it.

34. Mr. Myers reported that at High Bridge, they were having trouble with the boys climbing on the trains for a ride. Mr. Lollis wrote to Officer Hess, who advised, under date of March 15th, that he would go there as soon as he could.

39. Mr. Foxhoven reported that at Adel, the walk along chute at stock yards is in poor condition, and that some one might be injured by walking along driving cattle. Mr. Lollis wrote Mr. Collings under date of March 14th, to put this walk in a safe condition, and he replied that the walk has been repaired.

40. Mr. Foxhoven reported that the insulation on the electric wires at stock yards was in poor condition and in some places worn through and might cause a fire. This was taken up with Lineman Stuber, who advised that the matter had been taken care of.

41. Mr. Foxhoven reported that the platform at Rockwell City should have steps at the North end instead of plank. These steps are used very often. This has been corrected.

42. Mr. Myers reported that engine 2061, has no foot board on it and as all the other engines have one, a man might forget that this engine was without one and so get hurt. Mr. Lollis took this up with the general superintendent for his opinion but has not yet received a reply.

44. Mr. Myers reported that at the water tank at Madrid, there is a pile of cinders that roll under the trains. This has been corrected.

45. Mr. Myers stated that at Mine No. 4, the track has been raised about three feet with cinders and a depression left between the tracks. Men switching can not get out of the way easily, as there is danger of slipping. This has been partially corrected.

48. At the east end of the mine there is a pile of cinders which should be taken away, as the men might stumble over them when switching. The mine company were notified regarding this but the cinders have not yet been moved.

47. Mr. McLucas reported that the coal dump at Rockwell City works very hard; sometimes taking three men to pull it down and when it comes down, they have to make their getaway. It is hard to work it safely and successfully. The cold causes it to freeze and makes it work hard. The chute is cleaned every Sunday. This was taken up with the coal dock man, who advised that the apron works O. K. when it is handled correctly.

49. Committeeman Foxhoven reported coal house track at Rockwell City as being too close to number one track to provide proper clearance. Roadmaster Anderson will be instructed to investigate and do whatever is necessary to correct.

50. Committeeman Foxhoven reported having eight water barrels for protection of coaling plant and no buckets on hand. Division S. K., J. M. Nunn, will be asked to hurry his requisition. He also reported there being no covers for these barrels. Will take up with C. G. Lindstrom to provide covers.

51. Committeeman Meyers reported baggage cars numbers 1563 and 463 as not having any place to keep frogs carried for emergency, and that they are left laying on the floor which is a dangerous condition. Mr. Kautzky will arrange to have place fixed for them.

Mr. Kane gave a short talk on what was being accomplished in the way of Safety First and the improvement that has been made over last year.

Mr. Kane brought up the question of the handling of fuses in back of trains. The matter of dropping them in middle of track or outside of track was discussed.

General discussion regarding Safety First record of this road as compared with other roads. Mr. Lollis urged all to keep up the good record.

Mr. Lollis read comparative statement showing cost of wrecks for 1917 and 1918.

As per Mr. Kane's letter of March 15th, the subject of motor cars as regards lights, loading material, speed, cars moving too close together, cars used by unauthorized persons, joy riding, etc., Mr. Anderson gave a talk as to the conditions and practices on this division.

Mr. Lollis urged preparation of speeches and said he was going to leave a large part of next meeting in May to committeemen.

Meeting adjourned until first Tuesday in May.

Iowa Division Safety First Committee Meeting Held at Marion, Iowa, on March 15th, 1919.

The following were present:

C. H. Marshall, J. F. Kane, L. A. Turner, H. C. Van Wormer, Geo. Barnoske, E. McGuire, L. A. Klumph, W. D. Shank, Philip Shoup, W. H. Young.

Visitors: E. G. Drury, F. A. Maxwell, William Rait, W. T. Stockton, W. D. Stevenson, William Lally, F. S. Craig.

Chairman delivered remarks in regard to the handling of time freights and stock and meat trains, pointing out that the time which we were making with the time freights was far from satisfactory, and urged that everyone take an interest and try and make an improvement at once. The committeemen were requested to talk this among the train and engine men.

Committeeman Young stated that the most of trouble was with the L-3 engines. He cited one case where Engineer Kohl came out of Atkins on March 16th, engine 8608 with caboose bounce, had big hole in grates covered with brick and went through to Savanna. However, he states it would have been impossible to have hauled a train with the grates in this condition.

Committeeman Shoup reported that Engineer Leo Goss came out of Savanna with him a few days previous with a hole in the grates covered with arch brick. At Green Island the engine nearly failed for steam. He finally had to take out the brick and put in some angle bars and pieces of iron to cover up the hole.

Committeeman Stockton reported that there was a great deal of trouble and delay due to hot boxes. He brought out that the car men never look inside of the boxes unless they are found to be hot. Frequently boxes which are cool at the terminal run hot after leaving, due to inefficient oil.

Chairman took up with General Car Foreman Klumph and it was arranged that instructions

should be issued that car men should look in all boxes as far as possible and when necessary put in oil and stir up the packing.

All committeemen agreed that it would be a good move if conductors were permitted to carry a reserve supply of oil on the road.

Chairman referred to the question of track-walking on Sunday and asked for comments. Roadmaster Barnoske was of the opinion that we should have trackwalkers on main line track, but inasmuch as the wages were now so high, he thought that half a day should be sufficient allowance for the Sunday inspection on the average section, say of five miles. If sections were longer than that, then it would probably be necessary to make an extra allowance.

Committeeman Rait called attention to the glasses which are furnished the front cab windows of our locomotives. This glass is thin and seems to be of very poor quality, as it is wavy or crooked and in the winter time, when they have a double glass, it is almost impossible to look out of the front window with any degree of safety, as it makes distances very deceiving and causes bad eye-strain. This is true more especially on the passenger engines, as on the L-3 engines the front windows are so narrow that it is difficult to use them.

Committeeman Rait, in referring to criticisms about delays to trains and movement of cars: Trouble is being experienced on account of lack of material and thinks that this is one of the big causes for delay and also increase in expense. He states that they received at Perry brakeshoes six at a time, which does not last long, and that they can always find cars and engines standing around at Perry which have been robbed of this or that material in order to take care of some other equipment and this means a big expense so far as labor is concerned.

Committeeman Young stated that he had been talking with the division storekeeper at Savanna and he told him that it was impossible to get a great deal of material and supplies were badly needed.

Committeeman Young referred to angle cock underneath the automatic shaker valve. Firemen when shaking grates frequently but unintentionally turn this valve and grate lever, which is close to the engineer's side, will fly forward. Unless the engineer is alert and had his feet out of the way this lever might strike him, causing injury.

Committeeman Shoup referred to the suggestion which he made some time ago about placing the chairs or benches in caboose cupolas stationary. This suggestion is being carried out. We are now receiving cabooses with the seats fastened, which is a big improvement.

Committeeman Stockton brought up the question of providing suitable apparatus at showering points in order to take care of the showering of double-deck hog shipments. He was of the opinion that if two nozzles were applied 30 or 40 minutes' delay could be saved of stock trains at each showering point. Chairman instructed Chief Carpenter McGuire to submit an estimate.

Chief Carpenter McGuire reported that the foot-path over the Mississippi river bridge, which had been reported bad, had been repaired and he had examined the retreats and they are in safe condition.

Trainmaster Maxwell reported that complaints had been made about some of the fusees and that he had personally made tests with them and found a good many after being lighted went out almost immediately.

Trainmaster Maxwell reported that car wheels at Ferguson had been placed too near the track and did not provide proper clearance. This had been reported by a brakeman, but name is not given. He arranged by wire to have wheels moved back.

Conductor West reported to Trainmaster Maxwell that the cover on water barrels at bridge near Manilla was off. Trainmaster Maxwell also arranged by wire to have covers replaced.

W. D. Stevenson, Rep. Freight Claim Department, was present and in connection with hot boxes stated that the most of the trouble was due to lack of oil.

MOUNT RAINIER NATIONAL PARK, WASHINGTON.

The 1919 season of Mount Rainier National Park will extend from June 15th to September 15th. Daily summer train service will be maintained by the Chicago, Milwaukee & St. Paul Railroad between Tacoma and Ashford (the Park Gateway) as follows:

Leave Tacoma 8:40 A. M.
Arrive Ashford 11:28 A. M.

Leave Ashford 3:35 P. M.
Arrive Tacoma 6:15 P. M.

Passengers from Seattle for the Park leave Seattle via Puget Sound Electric Ry., at 7:15 A. M., connecting at Tacoma with train for Ashford; returning leave Tacoma via G. N. R. R. at 6:30 P. M., arriving Seattle 8:00 P. M. Tickets of C. M. & St. P. R. R. issue will be honored by both the Puget Sound Electric Ry., and the G. N. R. R. between Seattle and Tacoma, when such service is more convenient than trains operated by the C. M. & St. P. R. R. between these points.

The following fares will be effective from Tacoma and Seattle to points within the Park via Chicago, Milwaukee & St. Paul Railroad to Ashford, thence via automobile stages of the Rainier National Park Company:

	Round Trip From Tacoma	Round Trip From Seattle
To Longmire Springs	\$5.55	\$ 7.35
To Nisqually Glacier	6.55	8.35
To Paradise Valley	8.55	10.35

The Rainier National Park Company will operate the National Park Inn at Longmire Springs and the New Paradise Inn and Paradise Camp in Paradise Valley. The Longmire Hotel at Longmire Springs will also be open.

A short side-trip to the Park and return may be made in two days, with twenty-four hours in Paradise Valley for trail trips and mountain sports.

OTHER NATIONAL PARKS AND MONUMENTS.

Opening and Closing Dates for 1919.

Crater Lake National Park, Oregon.....	July 1 to Sept. 30
Glacier National Park, Montana.....	June 15 to Sept. 15
Grand Canyon National Park, Arizona.....	Open all year round
Hawaii National Park, Hawaiian Islands.....	Open all year round
Hot Springs National Park, Arkansas.....	Open all year round
Mesa Verde National Park, Colorado.....	May 1 to Oct. 31
Petrified Forest National Monument, Arizona.....	Open all year round
Rocky Mountain National Park, Colorado.....	May 1 to Nov. 1
Sequoia and General Grant National Parks, California.....	May 24 to Oct. 10
Yellowstone National Park, Wyoming, Idaho and Montana.....	June 30 to Sept. 15
Yosemite National Park, California.....	Open all year round
Zion National Monument, Utah.....	May 15 to Nov. 1

No opening and closing dates have been fixed for the other National Monuments as travel to these reservations is unrestricted.

Descriptive literature of the National Parks and Resort Regions is now being printed and will be ready for distribution after May 15th.

LANTERN SLIDES AND MOTION PICTURE FILMS.

National Parks Subjects.

The Bureau of Service, National Parks and Monuments, 646 Transportation Building, Chicago, Ill., is prepared to furnish for entertainment and educational purposes, sets of colored lantern slides and reels of motion picture films featuring the most prominent national parks. These slides and films are sent to responsible persons without cost excepting the express charges in both directions. Applicants are requested to name two subjects; first choice, and a second choice.

The slide sets with accompanying lecture notes include the following subjects:

GLACIER NATIONAL PARK
GRAND CANYON NATIONAL PARK
MESA VERDE NATIONAL PARK

YOSEMITE NATIONAL PARK, with views of Sequoia and General Grant National Parks

In the motion picture films are shown:

CRATER LAKE NATIONAL PARK
GLACIER NATIONAL PARK
GRAND CANYON NATIONAL PARK
MESA VERDE NATIONAL PARK

MOUNT RAINIER NATIONAL PARK
ROCKY MOUNTAIN NATIONAL PARK
YELLOWSTONE NATIONAL PARK

MOUNT RAINIER NATIONAL PARK
ROCKY MOUNTAIN NATIONAL PARK
YELLOWSTONE NATIONAL PARK
YOSEMITE NATIONAL PARK

The Bureau of Service can also furnish reels of films featuring Alaska, Columbia River Scenic Highway, Dawn of the Electrical Era in Railroad, Central Wyoming, Idaho, Portland Rose Festival, Royal Gorge, and California scenes, which are available for exhibition purposes.

Trainmaster Turner reported that frequently supplies were misused by employees and cited a case where a fireman and others had used fuses for torches. These fuses cost about eleven cents apiece.

Passenger Conductor Lally mentioned the present method of handling back-up hose and recommended that on the trains running between Chicago and Omaha the hose follow the train the same as the markers, instead of each crew having its own hose. This would mean that it only requires three back-up hoses instead of six. Chairman instructed Trainmaster Turner to arrange at once to carry out this recommendation.

Committeeman Young, in connection with fire prevention, reported condition at the house where the hose cart is kept at Atkins. There is now a ditch in front of this building and there might be difficulty in getting the cart out. Chairman instructed Trainmaster Turner to have some cinders unloaded in front of the house.

District Safety Inspector Kane made some very interesting and helpful remarks along the lines of Safety First and Fire Prevention. Among other things, it was arranged so that subject would be given at each meeting and a committee appointed to prepare a paper to be presented at the next meeting. The subject for the next meeting as given by Mr. Kane was "Motor Cars". How to handle them; Speed; Loading of material on same; Manner of approaching crossings; In authorized persons using motor cars, etc.

Chairman appointed Chief Carpenter McGuire and Roadmaster Barnoske to prepare a paper on this subject for the next meeting.

Good typewriter bill clerks are scarce. This is one line of the railroad business that young men should specialize in. After taking up with Seattle, Chicago, Sioux City, Butte and other points, Agent Maxeiner is getting a typewriter bill clerk from Newport News, Va.

At Home



Neil, Little Son of Conductor Schommer,
C. & M. Division.

The Dolman Again

If you don't aspire to a cape, you may satisfy a modified craving with a dolman. These classy little wraps bid fair to chase the uncouth cape to cover and more power to them. A cape, unless cut and made by an artist is an abomination in feminine attire. It looks so easy that plenty of home dress-makers feel equal to it, and when it comes from their hands, it hangs there to shame and confuse them forever afterward. Distinctly the cape is not for amateur hands to experiment with. The dolman, however, is more amenable to non-professional talent and frequently comes out of the sewing room, a really commendable production as well as being a pretty article of apparel. The reason for this? The cape must be severe and strictly tailored and exclusive in cut, not fashioned after any possible "boughten" pattern. The dolman submits to frills and fringes and shirrings and other camouflage designed to hide any short-comings in shape or workmanship.

I recently had an opportunity to inspect at close range a lovely silk suit made by a fashionable New York modiste. The material was a wonderful shot silk in blue and tan, giving a soft bronze tone. The gown was one-piece, the skirt was narrow (but not uncomfortably so) and straight, slashed at the side seams. On each side of the slashing was a row of tiny self colored buttons. The skirt came up onto the bodice lining quite loosely and was drawn smoothly over the bust. The neck and shoulders were covered with an all-over net of black, done with darning stitch in blue, tan and silver. The sleeves were net, finished with a flare cuff of silk that was shirred and corded its full depth.

The jacket to this inspiration was dolman by suggestion, pointed in the back and falling in front over a waistcoat of gorgeous blue

and tan brocaded silk. The sleeves were wide and flowing, finished with the same shirred cuffs. The pockets were pointed and shirred and corded. The collar was a band of the same shirring brought down to the upper line of the waistcoat. The length of the skirt was five inches from the floor. That length is the ultimatum from Fifth Avenue, it seems.

Good Things to Eat.

Egypt Cake.—One-third cup butter creamed with a cup of sugar; two eggs; quarter cup of milk; half teaspoon vanilla; one cup flour and teaspoon of baking powder. Add to this, one-half cup of grated chocolate melted with one-quarter cup of sugar and two tablespoons of milk. Beat all together and pour into two layer pans.

Filling and Frosting.—Two cups sugar; ten tablespoons milk, boiled until it makes a soft ball when dropped in water. Remove from fire, add flavoring and beat until white, soft and creamy. Spread between layers and on outside and then coat the cake immediately with melted, unsweetened chocolate.

Sunshine Cake.—Sift and measure one and one-quarter cups of sugar and one cup of flour. Set aside while beating the yolks of five eggs to a very stiff froth; then beat the whites of seven eggs every stiff, add to yolks and beat hard again. Add flavor and beat, then sugar and beat, then fold flour in lightly but thoroughly. Bake in a moderate oven. Frost with plain, uncooked icing or boiled icing.

Snow Balls.—One cup sugar, one cup flour, whites of six eggs, two tablespoons of milk, two teaspoons baking powder, flavoring. Pour mixture into cups and steam twenty minutes. When perfectly cold roll in powdered sugar till white.

Egg Timbales.—Six eggs; one teaspoon salt; dash of pepper; one teaspoon chopped parsley; one-quarter teaspoon onion juice; one tablespoon flour; a little chopped ham or other meat if desired. Beat eggs well; add salt, pepper, parsley and onion juice. Beat again and then add the milk, thickened with the flour. Pour into six buttered timbale moulds; place in pan of hot water and cook in moderate oven twenty minutes. Turn out on lettuce leaves and serve with cream sauce.

"On the Train."

H. E. Brock.

As the day is disappearing,

And the evening shadows come,

How our thoughts in meditation

Wander back to those at home.

Of the loved ones, ever faithful,

In their tasks both great and small,

Trusting, hoping, praying ever

That to us no ill befall.

And our hearts are made more tender

And our faith in Him more strong,

As we count the ties that bind us

To our loved ones and our home.

And we wonder if the dear ones

That have passed the gates 'p There

May be watching o'er us ever

As we watched o'er them while here.

For we know our Heavenly Father

Watches o'er us on the train,

Just the same as by our fireside,

If our faith in Him remain.

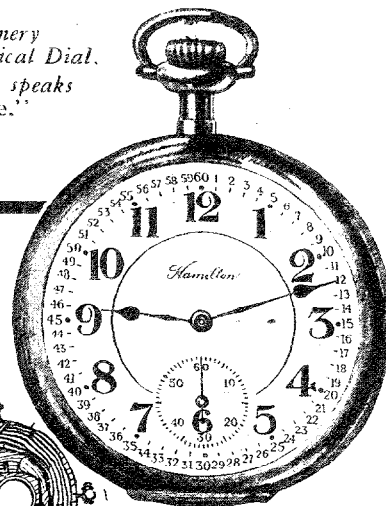
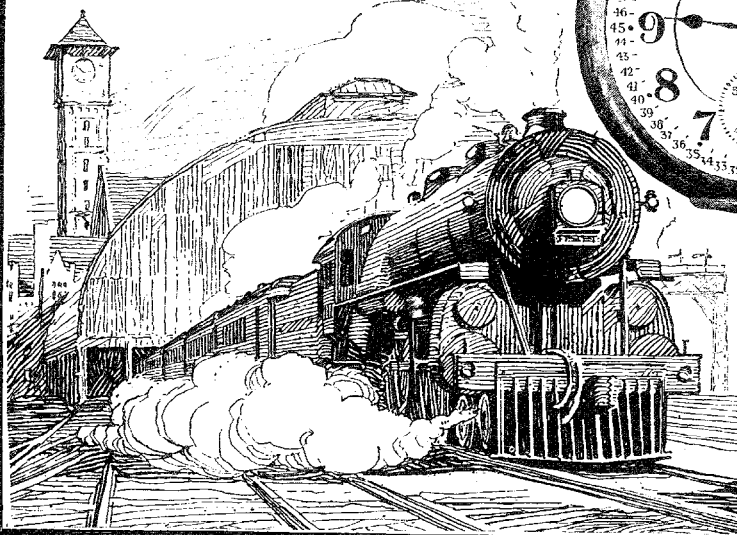
Thus we travelers on life's journey,

With the help of home and friends,

Must put forth our noblest efforts

Till we reach our journey's end.

*Montgomery
Safety Numerical Dial.
"It almost speaks
the time."*



Hamilton Watch

The Railroad Timekeeper of America

Director-General of Time

THE favorite watch of our crack train crews remains the Hamilton because it doesn't go wrong. The Hamilton wins the title of Director-General of Railroad Time because it is carried more generally than any other watch by railroaders on lines having official time inspection. It is carried by the crack crews of most of America's famous fliers.

For Time Inspection Service, Hamilton No. 940 (18 size, 21 jewels) and No. 992 (16 size, 21 jewels) are the most popular, and will pass any official inspection, year after year.

*Write today for "The Timekeeper" — the story of
Hamilton Supremacy*

It pictures and describes all Hamilton models, with prices which range from \$17 (\$19.50 in Canada) for movements alone, up to \$100 for the Hamilton Masterpiece in extra-heavy 18k gold case.

HAMILTON WATCH COMPANY • Dept. 20 • Lancaster, Pa.

Special Commendation

C. & M. Division brakeman, W. B. Bowser, is commended for discovery of broken arch bar on car loaded with ice, March 11th. Car was set out at Rondout, thus averting a probable serious derailment and a heavy claim against the company.

H. M. Erickson, leverman at Tower 3, Chicago, has been specially commended for attention to duty, discovering dragging brake beam on sleeper Miles City as train No. 1 was passing tower on April 1st, thus averting a possible derailment and much serious damage.

T. M. Division Agent R. W. Cornell, Scranton, N. D. has received special commendation for attention to the company's interests, noticing and notifying conductors of extra east, March 13th, and No. 78, March 14th, of draw bars dragging in their trains, thus probably preventing serious derailments. Credit has been given him in the service roster.

Call Boy Clarence Waters, Moberg, S. D., has received a letter of commendation from Superintendent Campbell, for alertness and attention to company's interest. He discovered a badly broken rail under a train made up in Moberg yard and ready to pull out. He reported this to the yardmaster and repairs were made, so the train was not derailed while pulling out.

Operator Harold Buswell, Kiel, Wis., when No. 62 was pulling by station March 2nd, discovered iron brake beam dragging on St. Paul car 100933. Train was stopped and beam removed. His watchfulness doubtless prevented a serious derailment and credit has been given him in the service roster.

Miss Vera Regan, operator at Beverly, Washington, has received special commendation for watchfulness and close attention to duty. On March 18th, she discovered a fire on the Columbia River bridge and promptly reported the same. The fire was quickly extinguished and little damage resulted.

Columbia Division Brakeman E. O. Dubel has been specially commended for strict attention to duty, discovering a broken arch bar under LV car 64866, train 2-64, March 13th, at Tekoa.

S. C. & D. Division Laborer Lawrence Murphy has been specially commended for attention to duty, discovering a dragging brake beam as train No. 91 was passing Luton, March 13th. He signalled the train to stop and the beam was removed before further damage had resulted.

R. M. Division Conductor D. J. Maloy has received special commendation for strict attention to company's interests, discovering a broken flange on car in train No. 63, February 18th. Car was set out at Sappington, averting a probable serious derailment. Credit has been given Conductor Maloy in the service roster.

Section Foreman H. V. Lange, Weaver, Minn., has received special commendation for stopping train No. 92 one mile east of Weaver, April 11th, when he discovered a dragging brake beam under a car in the train. Credit has been given him in the service roster.

Night Roundhouse Foreman G. B. Treadwell, Western Ave., Chicago, and Fireman Elmer Martwick have received letters of commendation and thanks from Superintendent of Motive Power E. J. Brennan for their prompt response and valuable assistance during the recent fire at Galewood. In thanking these gentlemen for their efforts, Mr. Brennan happily expresses himself as follows: "This adds a lot of joy to the life of a supervising officer to know that he has men of your caliber associated with him, who will put forth their very best efforts in such emergencies, and it is my wish that you accept our appreciation for the valuable service rendered us."

In line with the published requests of former Director General McAdoo for letters commending the acts of railroad employees, as well as those administering knocks, the following will be appreciated by friends of Illinois Division Conductor C. Altenbern.

DALE BREWSTER MACHINERY CO., INC.
541-547 Washington Blvd.
CHICAGO

December 26, 1919.

Mr. Wm. G. McAdoo,
Director General of Railroads,
Washington, D. C.

My Dear Mr. McAdoo:

Complying with your request, I am very much pleased to commend the action of Conductor C. Altenbern of the Chicago, Milwaukee & St. Paul Railway, train No. 3, leaving Davis Junction, Ill., at 3:00 P. M. for Savanna, Ill., on the day of December 18th.

The trains were very much congested and the writer was compelled to ride in an old dilapidated smoking car, when the conductor came through and told the writer that the car in the rear was a great deal pleasanter and that there was, also, a smoking compartment in the same and would be glad to have me change my seat.

While this action might have seemed very slight on the part of the conductor, yet it is these little things which make the life of the traveling men much more endurable.

I wish to commend Mr. Altenbern's action and thank you for this opportunity of expressing my appreciation, and wishing you the felicitations of the Holiday Seasons, I am

Very truly yours,

(Signed) EUGENE E. HART.

Credit has been given Clark Lewis, and he was also written a letter of commendation for the prompt action taken in reporting a metal brake beam dragging on a car in extra West, C. West, conductor, on March 31st. The defect was noticed while the train was passing Herdon station.

F. A. Warner, agent at Cambridge, received a letter of commendation and credit on his record for the prompt reporting of a brake beam down on a C. R. L. car in Conductor Costello's train on March 8th.

Brakeman H. H. Rissler was given a letter of commendation and credit in the roster for the prompt action taken to protect company property. On the morning of April 2nd while inspecting his train in Perry yard preparatory to leaving town he discovered a shipment of auto tires in an empty box car which had been taken from a merchandise car and evidently placed in the empty until the thieves could safely remove them. The way bills for the shipment were located and consignment went on to the consignee without loss or delay.

Construction Notes.

"Gupline."

Our genial friend, Jack Jones, has finished his military career and is back at the old game of riding the festive speeder up and down the Cascades. We are looking forward to the time when he will pay us a visit and tell us about the battle of Boston and the terrible hardships of a winter at Camp Devens.

Understand that the 348th Field Artillery is due to return to the United States in the near future. We are all looking for invitations to the wedding.

H. L. Stamp has been appointed storekeeper at Cle Elum, vice M. C. Butler, who has resigned to make an extended trip east.

Mr. and Mrs. Benno Farenwald took advantage of a double holiday on February 22 and 23 to enjoy an outing at Cle Elum. Mr. and Mrs. Scott and Mrs. Yarnell also enjoyed a short vacation, spending most of the time on trains between Seattle and Spokane.

J. L. Busselle has been discharged from the army. Jim says that if the war had lasted three months longer he would almost have considered himself a British subject, inasmuch as most of his experiences in the war game were gained in England. Incidentally, if Bob Driscoll should see this, will he please write to J. L. B. at El Reno, Okla.?

Electrification work is going forward at a rapid rate. Bonding has been practically completed between Othello and Beverly, and between Cedar Falls and Tacoma. Trolley crews are making excellent progress and will soon have the trolley and feeder completed between Cedar Falls and Tacoma. The two transmission crews are rapidly closing up the gaps on both divisions.

Wisconsin Valley Division.
Lilly Ann.

Mr. and Mrs. D. O'Leary, recently welcomed a baby boy, Daniel, Jr., at their home.

M. C. Harris came down to our city to relieve the dispatchers, who took their periodical two days' vacation. Somehow it seems impossible to learn just how these vacations are spent.

Mr. and Mrs. M. M. Harrington spent a few days in the vicinity of Green Bay, visiting with friends and relatives.

The "Get Together Club" recently met at Tomahawk. The organization is meeting with splendid success and we hope to see the interest continued.

Chief Clerk C. H. Conklin and Division Accountant H. O. Fuller, are acting as ushers at the Bijou. This necessitates their regular attendance and no need for further questions.

Wedding bells did ring so merrily for Henry Burke, who was quietly married to Orlinda Adams, last week. The exact date of the wedding could not be ascertained, so the anticipated charivari did not take place. Congratulations and best wishes for a long and happy wedded life.

The subject of "Peace Gardens," is very popular at present. At least nearly everyone is around with a seed catalog in their pockets.

John Brown has received his honorable discharge from military service and has resumed his duties as general clerk in the freight department, first floor.

Safety First meeting was held at Wausau, March 28th.

Mr. and Mrs. R. Randow, are expecting soon to leave for an extended trip through the western part of the country, to be gone about two months.

Helen and Mildred Conklin spent a day at Chicago, visiting friends and "Gooder" friends than that.

L. Lawless dropped into our office while down here attending the Safety First meeting.

Margaret McGinley and Neil Redlich entertained a party of particular friends. It is reported that a very good time was had by all who attended. We could not have gone anyway. Had sumthin' else on, girls.

Mr. and Mrs. A. J. Eilers are the proud parents of a baby girl. Mrs. Eilers was formerly clerk 728 in the accounting department.

The Victory Loan will soon be afloat and we hope our division will make its quota as has been the case in previous loans.

Mr. and Mrs. John Healy are leaving this week for Kalamazoo, Mich., where they expect to make their future home. Mrs. Healy was formerly stenographer to the superintendent.

Additional office appliances have been furnished, having received a comptometer, christened "Liz." "Min" is glad to have company and we could not do without either.

Omar Klatzner, time inspector, has been in the office checking over the books and reports, everything is in A No. 1 shape.

Supt. P. H. Nee attended the funeral of W. F. Hoard at Montivideo. He returned within a few days.

Conductor C. A. Dunn has been on the sick list for sometime, but has again reported for duty.

Thomas Hintz, Harry Zauder and Arthur Janz, have been initiated into the B. of L. E. at Tomahawk.

E. Bunker has been laid up on account of illness, but is slowly recovering.

L. Wilcox is contemplating a trip to Chicago to look after the interest of his bonds. Of course, there are several kinds of bonds, liberty bonds, stock bonds and matrimonial bonds. Think before you leap.

F. L. Doxtader has just returned from Waukesha where he took the mud baths for three or four weeks. We hope this treatment has greatly benefited his health and that he will soon be able to attend to his regular duties.

Mrs. B. F. Enkhauser has been at St. Mary's Hospital for sometime, but has recovered sufficiently to be removed to her home at Minocqua.

Ray Schultz has accepted temporarily the second trick at Babcock, relieving L. Stango, who is on a four months' furlough.

F. J. Mattison, fireman, has been released from military service, and is back on duty on the Valley again.

Mayer

HONORBILT WORK SHOES

MADE OF RESISTO VEAL,
the supreme work shoe leather,
double tanned, and as near
waterproof as leather can be made.
Always soft and pliable.

Soles are Texas Oak Tanned, the best
sole leather made, the same leather
specified by U. S. Government for
Army Shoes. Note the extra staunch,
and sturdy construction, which in-
sures perfect comfort and protection
and long wear.

If your dealer does not
carry MAYER HONOR-
BILT WORK SHOES,
write us and we will see
that you are supplied.

F. MAYER BOOT & SHOE CO.
Milwaukee, Wisconsin



On the Steel Trail



Roundhouse Storekeeper J. E. Myoshie and Blacksmith Jack Asbury, Harlowton, Mont.

Scraps From the West End.

I. A. B.

How are you all, anyway? It certainly does seem sweet to see your smiling faces once more. Yes, I was, but I am feeling better now, merci. Have you seen our new offices? If you want to see real class, just gaze upon the general superintendent's office, 637 Henry building. All the comforts of office life, sanitary desks, cloak room and file room complete. There are also many new names on our payroll. Allow me to present H. S. Jones, formerly of the superintendent's office, Tacoma; C. I. Robinson, of Port Angeles; Leo Koenigsberg, and Elmer Green. Miss Annette Clemetson has also moved in with us. Mr. Long is still here, ditto Mr. Lieben; Miss Bailey is more firmly on the job than ever, and as for one, I. A. B., you simply can't lose her.

M. Sawyer, effective March 10th, was appointed assistant to the general superintendent and his office is next to ours, so we will include him in this good-looking line-up.

Haven't had opportunity to gossip around much since getting back and find out who's who and where, but we do know that Miss Ellen Gardner is now the 7 a. m. artist in Mr. Brown's office. Just think of it, they took the 7 a. m. away from us (tears and sobs) but they don't need to bring it back. Miss Gardner also gets out a "yellow" sheet she calls the P.T.R. We pity you Ellen, it looks fierce.

Mr. Chapman had the good fortune to fall heir to 663 Stuart building and the sound of the carpenter is heard therein. When the job is finished, it is going to look almost as nice as it did when we were there. High praise. Passenger Department.

The sympathy of all is extended to Frank Oliver of the president's office. On March 8th, his house burned down and his father died soon after from the effects of the exposure and shock. Mr. Oliver accompanied the remains of his father back east for burial. This makes the second loss in his family within a very short time, as his brother, Martin, who was with the 91st Division, was killed in action.

William Wilson has just returned from a month's vacation at Hot Springs, Arkansas. He says he stayed as long as his money lasted. Heavens, but what a wad you must have taken with you!

I have been reading the magazine diligently to see if anybody missed me, and will you believe it, Ned is the only one who even mentioned by name. I'm a friend of yours for life, Ned, even if your

mention was a sort of bouquet with a string to it.

Suppose Nora B. has been too busy studying the spring styles (spring comes early in Montana, she says). Being midway between Chicago and Seattle, the two fashion centers of the United States, she probably hasn't got the real "lope yet, but they are wearing 'em long, NBS, worse luck.

Chas. Mercer, son of O. O. Mercer, returned home from France with the 63rd; but son, Frank is still over there with the Army of Occupation.

We located Harry Wurtzberger, all right. He was simply on a furlough in Southern France, visiting the home of Henry IV, etc. Says he will be home in the fall. Very well, Harry, we will look for you.

Guess we will have to page Byron Inslee next. It pays to advertise.

We learn with deep regret of the passing on of Mrs. E. Clemens, wife of former Asst. Genl. Supt. Clemens, on March 8th, in Los Angeles, Calif. Mrs. Clemens was loved by everyone who knew her and will be mourned by friends all over the C. M. & St. P. Line.

E. D. Kennedy is back in Mr. Middleton's office, and is endeavoring to work off the energy he acquired "sprucing up."

Gladys Smith of the Telegraph Department, is still making her frequent trips from office to office, distributing smiles and incidentally, messages.

Finally be all of ye warned, that unless you want to hear from the general superintendent's office *exclusively*, each month, come across with something from your own department. I shall sit calmly in our beautiful office. Those who bring in items, get mentioned and the interest displayed in our great and glorious magazine will be increased, and above all, don't grouch if your department is never mentioned, for I am explaining to you now, that there will be no one to blame but yourself.

"Firm, that's me all over, Mable."

When last heard of Lt. Col. Rice was no longer with the 18th Engineers, but was in command at some post located in a small town, where as expressed by Mr. Hibbard, "He is King." Letters from him have been very scarce of late, due probably to the fact that no one has written to him. Expressed himself as anxious to get home.

Above I inadvertently mentioned Gladys "Smith," unfortunately the girl's name is Gladys "French."

Harry Wurzbacher I learn has been invalided home and arrived in New York some time ago. He is feeling better now and hopes to be home, meaning Seattle, soon.

River Division Items.

Harriet Asplin.

The 14th of the month comes all too soon, but time and tide wait for no man, so what can I expect.

Spring is with us once again, as is also the rumor of another raise for train and engine men. If this dream is realized, there ought to be a wonderful treat for the trainmasters' clerks and timekeepers, or, in other words, for the poor slaves that do all the work.

Since our last news went in we have lost our Jean Hansen, trainmen's timekeeper, who died of pneumonia after an illness of only five days. Jean had been with us almost a year and had won a place for herself in everyone's heart.

Miss Danley is the new stenographer in Room 1. Conductor Charles R. Langan is contemplating a trip to Kansas City.

George Orcutt, passenger brakeman, died of typhoid pneumonia, April 11th, after a short illness. Our sympathy goes out to the other members of the family.

Gertrude Forrester is back on the job and it seems mighty good to see her again.

D. M. Wheeler, chief timekeeper, is having quite a time with his tonsils. He has had one side of his throat excavated and expects to begin work on the other before long.

ACT QUICK**Special Low Prices**
STANDARD UNDERWOODS**SAVE MONEY**

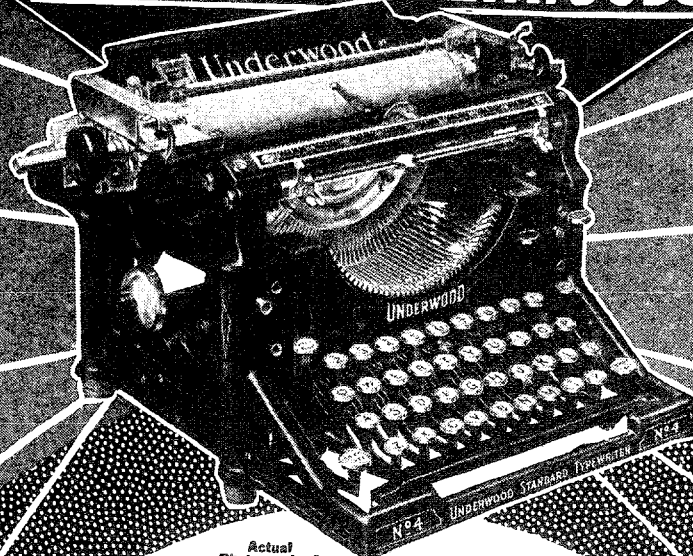
1
NEW ENAMEL
Frame
restriped,
relettered and
newly
enameled

2
NEW NICKEL PLATE
All type,
type bars, etc.,
renicked

3
NEW TYPE
All necessary
new type—
perfect print
and alignment

4
NEW RUBBER FEET
New thumb
knobs, new key
rings, new
rubber feet

5
BACK SPACER
We equip
our machines
with
back spacers



Actual
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Rebuilt and
Guaranteed for 5 Years

6
NEW PLATEN
Equipped
with new platen
—new feed
roller—new
ribbon

7
NEW SCALE FRONT
with many
other features
assures brand
new typewriter
service

8
TWO-COLOR RIBBON ATTACHMENT
rebuilt in our
typewriters—
every machine
perfect

9
NEW KEYS
make
our rebuilt
typewriters
look like
new

10
NEW LETTERING
and you can't
tell the rebuilt
from a new
typewriter

Study These 10 Important Rebuilt Features

They Double the Life of My Underwood Typewriters

All New Parts Where the Wear Comes — Every Machine Tested and Shipped Perfect

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 (rebuilt) 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 (rebuilt) 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 Guarantee

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

Besides the 10 features explained above I include many other improvements, such as a two-color ribbon, backspacer, stencil device, automatic ribbon reverse, tabulator, etc., and in addition I furnish free a waterproof cover and a special Touch Typewriter Instruction Book — all for my low price. It's a bargain and I want every typewriter buyer to know the facts. That's why I say — use my (rebuilt) Underwoods before you pay and prove it to yourself. Then after you buy, I guarantee every machine for Five Years. Buy or RENT AN UNDERWOOD FREE. Take advantage of my agency plan. Send coupon or write at once for Offer No. 00.

How I have Rebuilt and Sold 200,000 Perfect Typewriters at Factory Prices

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

You May RENT OR BUY
ON APPLICABLE PURCHASE PRICE
OR FOR CASH OR ON EASY PAYMENTS —

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 (rebuilt) 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 six 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 (rebuilt) 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.

E. W. S. SHIPMAN,
President

TYPEWRITER EMPORIUM

Established Over a Quarter of a Century
34-36 W. Lake St., Chicago

10 DAYS FREE TRIAL

Mail Coupon TODAY

E. W. S. SHIPMAN, Pres.
TYPEWRITER EMPORIUM,
34-36 W. Lake St., Chicago

Name.....

St. or R. F. D. No.

State.....

Remember I Back My Underwoods With My FIVE YEAR GUARANTEE

Efficiency and Economy meetings are being held regularly at all the larger stations on the division. Ways and means are discussed whereby greater efficiency and economy can be attained. It is expected that these meetings will bring the employes in closer sympathy with their company and each other and produce good results.

Brakemen Stuetzel, O'Gar, Taylor, Shea and Newhouse have returned to work, having received their honorable discharge from the U. S. service. Conductor A. Young is reported as being indisposed at this writing, but we hope he will be O. K. shortly.

E. A. Waldusky has resumed work after laying off all winter.

If, perchance, you should meet with a cocky-looking individual, chest thrown out, hat set rakishly on the side of his head and bearing other indications of airyness, rest assured that it is one of our new conductors, for there are several just out. They are as good looking a bunch of conductors as ever was set up, too, if I do say so myself, and I hope they live up to the high standards taught them.



Chief Boilermaker Jim Andrews, Roundhouse Foreman B. H. Smith and Chief Clerk Harlowton, Mont.

Freight Auditor's Office—Fullerton Avenue.

John Brennan of the way-bill revising bureau, is with us again after a long lay-up due to a serious accident which befell him on "Peace Day." We are glad to see him in harness again.

Louis Merkle, Charles Becker, Ed. Britenbach, Louis Schuelze, George Rumbach and Peter Simon, who all had on Uncle Sam's uniform are now all with us again.

Grogan is in the R. T. O., which means he will see the last A. E. F. man get the last train and then Mart thinks he will take the next.

W. G. Koch, who is with the 111th Engineers, located at Eroy, France, writes that he may be there two months or two years, it all depends how soon our boys get things cleaned up, for which they are noted.

Pat Collins received a twenty-six page letter from Lyle King. (One would think that Pat was his sweetheart.) Lyle is with the 12th Field Artillery Band.

Miss Rose Ethel likes to see her name in print. Here it is. How does it look, Rose?

The Milwaukee Bowling Team accompanied by twenty-five loyal rooters, headed by E. Ross and C. E. Bellows, arrived at 4 p. m., Saturday, March 8th, for the return engagement, which was played at Benstingers, Randolph Allys. Our boys again proved the victors over the celebrated Milwaukee bowlers. After the game the boys and their wives, sweethearts and friends adjourned to the Blue Bird Room at the Hotel Randolph (formerly the Bismark) and there enjoyed a hearty repast, followed by a vaudiville programme and dancing. While our worthy bowling team competitors were

some what downhearted at the defeat early in the evening, the effects soon wore off and all fell in line when it came to eat, drink and be merry. A very prominent visitor, competent to judge, expressed the opinion that the Milwaukee boys could have won had their manager shifted two good men from the second team to the first team. The score was as follows:

Freight Auditor's Office.				
Collins	187	213	126	526
Anderson	210	200	190	600
May	127	144	139	410
Kramel	194	213	193	600
Mueller	201	167	190	558
Total	919	937	838	2694
Milwaukee Local Freight.				
Will	116	173	159	448
Weber	164	198	140	502
Schmidt	144	147	138	429
Eldmen	168	187	189	544
Peterson	184	184	172	540
Total	733	889	789	2451

The second team composed of Alf, Fraser, Knaeber, Guthfar and Miller, also won their match with the Milwaukee second team, by a score of 2,272 to 2,156.

P. J. Collins makes the remark that the bowlers from the Fullerton Ave. office are the undisputed champions of the Saint Paul System and any team that feels like disputing his words will do well to call Lincoln 1543.

Have you noticed the smiling face on W. H. Hanson of tracing bureau? A twelve pound baby boy is the reason.

J. Calhoun of the overcharge claim bureau, has severed connection and left for the Cream City where Schlitz predominates.

We offer our condolences to Miss Mary Sheridan, whose father died recently.

G. Sheiden was called to Lynnhaven, Florida, account of his father becoming suddenly sick, and now passed away. We extend our heartfelt sympathy.

Kansas City Terminal Items.

C. F. Wood.

It has been a question of considerable importance to those who have become acquainted with our Superintendent of Terminals, Mr. Anderson, because everyone who has made his acquaintance appreciates him for his uprightness and fairness in his dealings with all matters. Therefore, we all had the greatest interest as to whether or not he intended to make Kansas City his home and have just learned that he has purchased a lovely residence situated in one of the most beautiful spots in Kansas City, and this is self evidence that Mr. Anderson is to be one of us, for some time to come. We are in hopes that Mr. Weidenbauer will take notice of this item.

At our next Safety First meeting, which will be held at Coburg yard, May 7th, General Safety Supervisor Smullen, has promised to be with us. Lets all get together and show him we are wide awake in Kansas City Terminal. Whatta you say?

Miss Nell McGraw received a beautiful string of beads from "Somewhere in Germany" this month. The "Earl" who sent them, is hoping to be "Some" where in the U. S. A., about May 1st.

Our "clumsy" operator, Al Lindner, right at the very beginning of house cleaning time, had to go and cut his finger all up. Some folks are the limit.

Take warning! John Mayfield of the Car Department has purchased a new car and his favorite pastime is running up the terraces and he doesn't hesitate at all about running over street cars.

Has anyone seen Conductor Stewart lately? Kinda baughty, isn't he? Well, he's got a new boy at his house.

That wonderful Lieut. C. V. Hill, you have all been hearing so much about, landed in Kansas City, March 18th, and after a few days visit, was sent to the hospital at Ft. Riley, Kans. With the exception of a bum foot, Mr. Hill is none the worse after his ten months' service overseas, and he hopes soon to be switching box cars in Coburg yard.

Account of reduction in force, it was necessary to dispense with the services of one of our very capable clerks, Mrs. Albertine Crawley, on March 18th.

Patrick Lynch has asked for a thirty-day leave of absence and is visiting his old friends at Grinnell, Kans., who are very anxious to have him become the editor of their paper. While we will admit he would make a good one, we feel that he should not leave old Kansas City and his old time friends.

Operator Park was honored with a short visit from his mother on March 17th.

Switchmen C. E. Mills and Jas. Marrs during slack business, have been granted a leave of absence and are doing a rushing jitney business.

Word has been received by Operator McCarthy that Jas. D. McCarthy, Radio Operator of the 141st Field Artillery, who has been in France the past twelve months, is on his way home. He requested that Frank have his evening suit all pressed up and throw away the alarm clock.

Switchman Tom Fisher says this mineral water that they manufacturer at Excelsior Springs surely is great. He received a large bottle of it from Engineer Hartman on April 1st. Engineer Hartman spent his vacation at Excelsior Springs this year.

Former second trick operator, J. V. Tuomey, spent a few days in Kansas City the past month, visiting old friends and relatives.

Yard Clerk Return Moore has chartered the swimming pool at Fairmount this season, while Operator McCarthy has opened up a gymnasium out northeast and is giving boxing lessons.

E. D. Snyder of the car department visited friends and relatives in Braymer last month.

Special Officer Ray Lay resigned service with this company recently and has been succeeded by Robert Keener.

Our old side kick, Warren Kelly, is the proud possessor of a brand new Dodge car.

Our bill clerk, Jimmie Tigerman, reports everything lovely along R. P. D. No. 3.

Mr. Van Wye made a business trip to Milwaukee on April 5th, as representative from Kansas City local office, to Brotherhood of Railroad Clerks, to help form a system of adjustment. Chas. Rogers, assistant division accountant of Minneapolis was elected as general chairman. The Kansas City local office is 95 per cent strong at this time.

Earl Thompson is back with us again after a nice vacation spent visiting relatives in Los Angeles, Calif.

J. V. Please was in Kansas City on business last month. It is hoped he will make a longer call next time and drop in and see the bunch.

Mrs. W. L. Richards underwent an operation in St. Lukes' Hospital, April 1st, and is reported to be resting nicely at present. The entire Milwaukee family regretted to hear of Mrs. Richards' sudden illness and sincerely hope she soon will be entirely recovered.

Just had a letter from our old friend, Myer Lieberman, and he says he sure is doing a thriving business in Louisville, Ky. Says there are lots of pretty girls in everything down there.

Milwaukee Shop Items.

H. W. Griggs.

Morgan O'Hara, formerly employed with the general storekeeper, buried his aged mother in Pittsburgh the 17th. His mother lived in Milwaukee.

The "Crossing Store," just north of the tracks, has enlarged its building to meet the increasing trade which, under the management of the Taylor company, seems to be very prosperous. The ice cream parlors have been much improved.

Miss Mildred Taylor is one of our blue print girls.

Statistician Thompson was around the plant early in the month.

The additional clerical force had a busy ten days' grind on the "actual hours" for the first two years.

The division master mechanics were in session here the 21st of March.

Word from J. J. Hennessey from Miami, Fla., where he is resting up after a temporary illness, say that the weather there is like August up here. Bring some of it back with you, Mr. Hennessey. It is down to 22 above here this morning, April 1st.

Not to be outdone, Upholsterer Foreman J. Guscht has moved into a new office, moved from the center of the room to the south wall. A flower garden is next.

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 **TODAY** 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. 5894
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 ask nothing.

Work Shoe, \$3.65 Dress Shoe, \$3.85

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

Name.....

Address.....

W. O. Davies, foreman of the tank shop, who has been off sick for the last month, is able to be around again and is slowly recuperating.

Sam Marshall, veteran chief clerk at Western Avenue, called at the office March 25th. At first we took Sam for some new official.

Inspector W. H. Gardner, recently taken sick while out in Iowa, is able to be around among us again.

The store department are widening out their office room over into the main store floor (second floor). Part of the force, with some new clerks, are in new quarters on the M. C. B. floor on general S. M. accounts.

Shop Engineer Thomas Scott was at Sioux City and other points west the week of March 24th.

The Fifth, or Victory, Liberty Loan ads are up all over the shops and city. The big "V" is on all billboards large and small. Come across, boys; four and three-quarters per cent short-term coupons.

The photo department has been taking some wreck specimens lately. Six cameras are in use over the plant and road, from 8x10 down.

The veterans are getting their passes more promptly now. Applications had to be made to their foremen.

Veteran John O'Neil was home for a few days around April 1st. He is looking after the construction of the new steam and electric locomotives being built at Schenectady, Philadelphia, Pittsburg and Erie. Some of the steam locomotives are on the way to Milwaukee already, being laid up in the Blue Mound yard.

One of the radiator valves in Division Master Mechanic Joost's office upstairs blew up early one morning, a piece of the case just missing one of the lady clerks, filling the room full of 130-pound steam, a thorough drenching all around. One lady came near falling downstairs when caught by one of the boxing bout members. Another steno caught from jumping out of the window. Chief Clerk Dayton happened on the floor at the time and he too was suddenly and thoroughly surprised.

Harold H. Rupp is appointed assistant motor car inspector, northern district, effective April 1st.

Frank Rusch, superintendent of motive power, lines west, called at the office and on old friends April 3rd on his way to the coast. Mr. Rusch is looking well.

Charles Bilty, regional mechanical engineer, was over the plant April 5th. We had not seen Charlie since the beginning of the year. He too is looking well.

Our lady draftess was inspecting the new syphon cinder pit the other day. It may be necessary next time to dress up like "Miss Stifel Indigo."

The magazines began to show this month on the 4th. Coming a little better.

Ten of the new locomotives are being laid up in the Blue Mound yard.

Major Alex Young, just returned from France, was a most welcome caller at the shops April 7th. Alex is looking fine and solid, and when you have more time, tell us all about it. Major. Alex headed for Dubuque the 14th.

General Store Department.

A. R. Verfurth has recently returned from Marshfield where she visited a friend. You know the answer.

The annual bowling blowout of the Store Department foremen was held last month. The following took the lead: J. H. Nachtsheim, J. Czech and G. F. Leddy.

The old counter of the Store Room, over which millions of dollars of material has been disbursed, is now located in the center of the building. This, with Foreman Czech's new office, makes him feel just fine.

Signe Nelson is now a member of the office force on the upper floor.

Ray Koepf was home the other day, claiming he was gassed. No, not fighting in the trenches, but by a coal stove.

Corp. Frank Boneshek, after a long period of fighting in France, has again joined the stockmen's squad of the upper floor. This Yank saw real fighting, being gassed and wounded.

Thursday night, March 13th, was an exciting night for punchers and order clerks at the River-view Rink.

Signal Department "Wig Wags."—Lines West.

Greetings. Do you feel better now that it is all over? Signal show, third rail convention and getting your back pay checks? We do, too.

We just about got into it for overlooking to give the lineup of Who's Who in Weilberg's crew, which is as follows:

W. H. Edwards, Lon Leach, G. H. Hessel, John Keebur, Frank Leach, Tom Reed, E. C. McPherson and Francis Applegate.

The new consolidation of Signal and Telegraph doesn't seem to make much of a hit with anybody directly concerned, so far.

George has moved since the last issue. He and Mrs. Mills have set up a play house all of their own now and he is busy trying to figure how many people can get around a forty-four inch dining table with two extra leaves in it. What we are trying to figure out is how many meals he will have to do without in order to have that big a gang at one time.

Ed Allen took an enforced vacation of about ten days due to a sprained ankle. We are glad he is able to be around again even if he isn't as spry as he was.

We are thinking of starting a collection to get a certain party a new watch. Will you help out, R. R.?

Hal Smith was in to visit us. He is trying to make up his mind whether to get back in the ninety day limit or leave us for good.

Did you notice that item "Suds" had in about one fellow getting eleven hundred dollars back pay? It may be so and hope it is.

We are like Archie A., we may be an official, but if something doesn't happen pretty quick, we will have to pawn the baby to buy bread.

Under the new consolidation arrangement of Signals and Telegraph, Skinner, at Worley, is relieved of taking care of Signals in Spokane yard. Charles Turner now looking after Signal Equipment in that territory.

George Sygal is back on the job maintaining at St. Maries Yard, after about so many months of "Squads Right" with Uncle Sam.

A recent letter from Corp. R. Richards, said he was getting along fine—is in a hospital at Ochtersburg, Germany, recovering from wounds received at Mainz, July 15th, 1918. His wounds are coming along nicely, but the gas is still bothering him.

Mike comes in with a note saying he had traced the passionate letters he has been receiving to "a certain office." Quit kidding us we know a few things about this fair sex ourselves, Mike.

A number of the bunch from the west end and Jim Mallanny, attended the Railway Appliance Exhibit at Chicago, March 17th to 20th. They brought back a few remembrances for the ones that stayed home, and a headache for themselves.

You know I used to think most all the nice people were in Montana, then had to include Idaho, then Washington and so on, but have concluded that all the Best People on Earth are gathered together on the Milwaukee, both ends.

Was in a little party of all Milwaukee signal men at Chicago; there was "Doc" and "Pike" and "Hap" and "Eleck" and Charlie and Frankie and. Oh, I can't remember who all, but the big fact that stands out the most was there wasn't a single bit of argument or friction the whole time and as near as I can recall it, was quite a long time. The party broke up when "Eleck" wanted to sell the Lake Front and sent a couple of us down to the Union Station to meet his office manager, due in at 9 a. m. We got to the station O. K., but it was three that afternoon before we met said office manager and now we can't convince Ed L., we ever went to the station at all.

R. A. L. and Nel and all the others failed to send in any notes so haven't much news of the line.

Weilberg's crew is at Eustis changing bonds (Impedence, not Liberty.)

On the West End D. C. signals were taken out of service, Cle Elum to Hyak, April 7th. The only D. C. signals left in service west of Othello, are between Rockdale and Cedar Falls and it is now expected these will be out before the next issue. Tyler expects to have enough power to test out A. C. signals between Cedar Falls and Maple Valley on, or about, April 17th. At pres-

I Will Save You MONEY—

READ MY SPECIAL OFFER



President
Alonzo S. Thomas
Santa Fe Watch Co.

My sole aim, during 1919, shall be to place as many standard, dependable watches as I can in the hands of men throughout the land, REGARDLESS OF PRICE OR PROFIT. To do this I

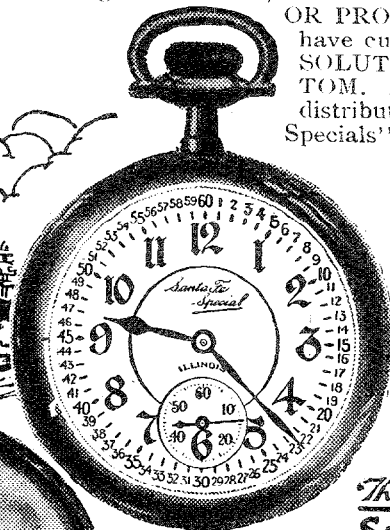
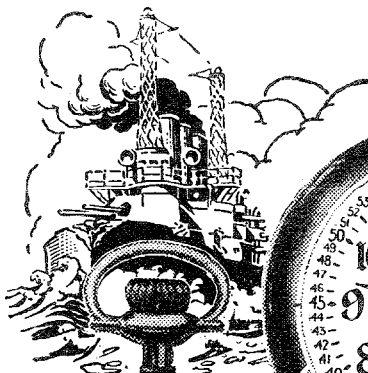
have cut the price to ABSOLUTELY ROCK BOTTOM. I know that if I can

distribute 5,000 "Santa Fe Specials" or "Bunn Specials" this year on this NO-PROFIT PLAN, that every watch will be a salesman and sell at least one more. I am making this STARTLING AND UNHEARD OF OFFER to those who will tell their friends of this remarkable watch value, if they find the watches all or more than I claim for them.

Signed, Alonzo S. Thomas

Pres., SANTA FE WATCH CO.

The wise man will act quickly if he wants a watch. Write today for the FREE watch book and make your selection quickly, before this offer is withdrawn.



21 Perfect Jewels
Adjusted to Positions
Adjusted to Temperature
Adjusted to Isochronism
Adjusted to the Second
Thin Model
All Sizes

The Standard Railroad Watches that are GUARANTEED TO LAST A LIFETIME AND GIVE SATISFACTORY SERVICE.

Save $\frac{1}{3}$ to $\frac{1}{2}$ of Your Money

By purchasing one of these famous "Santa Fe Special" Watches.

Most Liberal Offer Ever Made

Our "Direct-to-You" low wholesale terms and Extra Special Distribution Plan is fully explained in the new Santa Fe Special booklet just off the press. The "Santa Fe Special Plan" means a big saving of money to you and you get the BEST watch value on the market today. WATCH SENT FOR YOU TO SEE WITHOUT ONE PENNY DOWN.

receive the free watch book right off the press. All the newest watch case designs are shown. Wear the watch 30 days free.

SANTA FE WATCH CO.

520 THOMAS BUILDING

(The Home of the Great Santa Fe Railway)

TOPEKA KANSAS

The ILLINOIS Famous \$
Santa Fe Special
And **BUNN Special**
Adjusted to Six Positions
21 JEWEL RAILROAD WATCHES

2.50
A MONTH

The extraordinary sale prices we are now making mean a tremendous sacrifice on our part owing to the advancing cost of materials and skilled labor. All we ask is that every man who takes advantage of these extremely low prices, will tell his friends about the "Santa Fe Special" watch.

New Case Designs

You should see the "Santa Fe Special" in order to fully realize the beauty of the newest designs in cases, see the 3-color inlay work and think how distinctive your watch would be with your own name or monogram or an emblem inlaid in the gold case. See the French Art designs in engraved cases or any special emblem or monogram, executed to suit you.

Send

the

COUPON

TODAY

A letter, a postcard or this coupon will bring the FREE WATCH BOOK.

SANTA FE WATCH CO.

520 Thomas Bldg., Topeka, Kans.

Please send me the New Watch Book with the understanding that this request does not obligate me in any way.

Name _____

Address _____

State _____

ent rate of construction the entire installation of A. C. signals from Othello to Tacoma will be ready for service as soon as lines are energized for use of the motors.

W. H. Hammond and crew met with a painful accident, March 22nd, due to gas car leaving the track. Hammond and Hiland are still in the hospital, doing well, all the others are out. Joe Grady in charge.

All work of installing signals on Trans-Missouri Division has been postponed. The experts on this work have been transferred to the west end.

Des Moines Division.

Arba M. Webb.

"He Will Be Pay Day."

"Dear Sir:—

Please we had been working for the Oelwein Yard and we have some money come on 9th day of October, he will be pay day. If you please or if you can send them at Des Moines, Ia. So we can get them up here. Ours No. is it 146 and No. 145. If you want know about our time, is it 146, have 26 hours and 145, 25 hours for 17½ cents hour. Well, dear sir, I haven't got anymore to write. I should be glad when you send it."

Mrs. Lenore Allen Stenographer in Mr. Hilliker's office has returned to work after an absence of several days on account of illness.

C. A. Lahey, general freight agent, paid us a visit last week.

J. F. Etter, passenger agent, Kansas City, Mo., has been with us the past three weeks, assisting the office force at Camp Dodge, in connection with the sale of tickets pertaining to the demobilization of overseas men.

Conductor C. V. Shannon has just returned from an extensive trip through the west. He reports a very pleasant trip, but states there is no place like "Old Iowa."

Dispatcher G. R. Dickman, reports a first-class early garden in full progress, due to his expert care. His rabbit farm is being sadly neglected.

John Whalen, formerly roadmaster on the Du-buque Division, has been appointed roadmaster on the Des Moines Division, succeeding B. C. Johnson, who was appointed superintendent Savanna Rail Mill, February 15th.

Superintendent Lollis and Roadmaster Whalen accompanied Gen. Supt. Weidenheimer and party over the division, April 9th.

Fred Horn, who was recently discharged from service at Camp Dodge, has accepted a position as stenographer in the superintendent's office.

Miss Jean Dallas thought it was spring—result, a very bad cold—Jeanie, do be careful.

Thomas Glynn, claim agent, who is now located at Aberdeen, S. D., district adjuster, paid us a short visit on March 24th, while enroute to Kansas City to visit his mother.

Mr. Earl Young and wife spent the week-end in Chicago. Mr. Young is Mr. Bauder's clerk in the dispatcher's office. He visited Lincoln's monument and various places of amusement.

Our popular accountant, so the rumor goes, is engaged to a "questionable person." The reason we put it that way is, that there are so many we don't know which one. We should worry, though; time will tell.

Engineer Geo. Plinnicum has been off duty the last two months attending the State Legislature. I wonder if George had anything to do with the general cleaning which is going on over there.

Our Blackbird passenger engines which have been running between Des Moines and Spirit Lake for the last nine years, are no more. G5 super-heater engines are now being placed on all passenger runs on the division.

For any recommendation for Miss French ask anyone in the superintendent's office. She has moved to a little suburban home and is getting to be a regular farmerette. With the valuable information she gets from Mr. Young, there is no question in my mind that the garden will be a great success.

Northern Montana Division News.

A. B. G.

A. C. Bowen, superintendent of the Northern Montana Division, attended a meeting of superintendents in Chicago and before returning had a very pleasant visit with his mother and relatives in Iowa, the first in seven years.

C. H. Koch made a business trip to Milwaukee and Chicago.

Messrs. J. E. Jennie and Thos. Slattery, Great Northern inspectors, spent several days in Lewistown on business.

On March 29th, Mr. and Mrs. A. M. Maxeiner entertained the local freight office force, Miss Hibbard of the superintendent's office, and Miss Head, in honor of Mrs. C. L. Whiting, who has been connected with the freight office in capacity of claim clerk and stenographer for the past two years, during the absence of her husband, former superintendent of the Northern Montana Division, now colonel in the 13th Engineers in France. The evening was spent with cards, and after very elaborate refreshments was served, dancing was indulged in. This evening in honor of Mrs. Whiting, was a slight testimonial of the esteem in which she is held by the agent and associates whom she is leaving. Those present were Chief Clerk W. L. Rooth and wife, Cashier B. L. Hartman and wife, Bill Clerk G. L. Gilmore and wife, General Clerk J. W. Cook and wife, Mrs. Anna B. Goff, expense clerk; Kathryn Brown, clerk; Mrs. Harriet Peterson and Ted Bowen.

On Wednesday night, April 2nd, the local lodge of the Railway Clerks held their annual reception and dancing party. Invitations were issued to local officials and other employees. A most delightful evening was spent at cards and dancing, after which a most delicious luncheon was served. The hall was tastefully decorated for the occasion. Besides members of the union, forty guests enjoyed the hospitality of the Clerks.

Superintendent Bowen and family, Traveling Auditor E. P. Bennet, were guests of Agent A. M. Maxeiner and wife, at Sunday dinner.

Superintendent Bowen made a trip over the division in his private car Monday and Tuesday, being accompanied by Mrs. Bowen.

Chief Clerk Fred Swanson of the division freight and passenger office gave a four minute talk at the Baptist church, on the subject of the Future of Lewistown, as viewed by a Traffic man. This is in connection with the drive that is being made by that denomination for a larger church in this community. Mr. Swanson's talk was well received.

Bill Clerk T. L. Gilmour and wife, are having considerable trouble in escaping quarantine. They have changed their residence three times in the last month, account of scarlet fever epidemic.

Mrs. F. E. Wharton, wife of chief clerk in superintendent's office, visited in Great Falls, and her mother returned with her for a visit in Lewistown.

E. C. Killips has resigned from the accounting department, to accept a position as city engineer, at Harlowton.

Mrs. C. L. Whiting is visiting her mother in Lake City, Minn., and expects to meet her husband in Chicago, when the 13th Engineers return.

D. W. Porter formerly warehouse foreman of the Illinois Central at Fort Dodge, Ia., has accepted a similar position with the Milwaukee at Lewistown.

Following is the list of names of employes from Northern Montana Division, who left for service in U. S. Army or Navy. If any can send in names to Agent Lewistown of anyone not shown it will be appreciated:

Herman L. Sams, E. J. Burnes, Navy; James Foster, R. E. Tallman, M. J. Tierney, L. C. Soper, Earl John Webb, Louis Rogers, K. E. Rutledge, Claude Brown, J. C. Martin, Robt. M. Stephens, Frank Wright, R. B. Pirie, F. G. Richards, H. W. Peters, Harry L. Hill, Ward Baker Curtis, H. E. Brown, Archie Hohman, Jesse Barry, Joseph F. Holeck, Col. C. L. Whiting, Dave Haffner, Leo B. Keyes, Willie Allen, Stanley Core, E. J. Pirie, Wm. Culvin, F. C. Tadewaldt, J. L. Cox, Geo. Dunitroff, Alfred Farlan, Mike Makich, Mike Kordich, Roy Dancoff, William Mueller, Geo. Motter, J. A. Christie, C. C. Wilson, L. F. Dickerson, Lewis Sells, James F. Russell, Edwin Steiner and William Wallace.

As we wish to have stars for all in service flag, Also please notify us of any names which should be changed to Gold Stars.

The young son of Ticket Agent Coonrod is visiting his grand parents at Miles City.

The campaign for the intensive loading of cars is being continued at Lewistown station. The shippers are co-operating. The average load per merchandise car during the month of March was 16,454 pounds. Fifty-three cars were saved as against the same period of 1918.

M. C. B. Jottings—Milwaukee Shops. "Izetta."

M. Parkinson, district general car foreman, Dubuque, was a welcome caller at the M. C. B. office, the forepart of the month. Mr. Parkinson was in a very happy mood, due, we presume, to the St. Patrick's dance given at Dubuque.

Our Miss Edna Powell has been away from the office several days on account of the illness of her mother. However, at this writing, we are glad to report that the sick one is able to be up.

Harry Gathman was sick, and didn't come to work one day, and naturally, we missed his pleasant smile.

Miss Catherine Butler was called to Chicago on "important" business. Oh, Boy! did you notice the smile the next morning?

We almost thought the "flu" had gotten Al Barndt, but he reported at the office after a day's absence.

Say, folks, have you noticed the Fifth Liberty Loan Posters posted in the Auditorium. Aren't they great? Come now, do your duty and help make the Fifth, the Victory Campaign.

Some of our girls gave a bowling party at the Plankinton Arcade, those present being Grace Campion, Gertrude Haas, Bertha Gebhardt, Bernice Kruse, Florence Wausacheck, Esther Sovig and Marie Mitchell. They all report a good time. With just a little more practice, they will be able to compete with Milwaukee's "All Star" team of women bowlers.

L. K. Silcox, master car builder, was in Chicago for about a week, and while there, attended a carmen's meeting.

F. P. Brock, chief clerk, was also in Chicago, taking up various matters with Mr. Warnock's, Mr. Whipple's and other offices. We noticed he picked out a nice spring day. I guess he had the spring fever.

We are just starting to send in items from the master car builder's office, so everybody, please help and give me news items. Just look on the top of this column, and you will know who "Me" is. Let's get a lot of news for this department.

The C. M. & St. P. band is surely gaining favor, and those Friday noon concerts are appreciated. We only regret that they last but a half hour. However, we are thankful for that.

Ed. Bloom, statistician, in the master car builder's office, made his weekly visit to Chicago on Sunday. It seems that Chicago has more attraction than Milwaukee.

Irwin Mueller, also was calling on friends in Chicago, as was Andrew Schilhansl, of the master car builder billing department.

Edna Bremser was away from the office for a day on account of sickness, but was back the next day to resume her duties.

N. B. Everybody please send in news items for next month. Thanks.

R. & S. W. Division (East). M. J. Cawp.

Conductor George Stauffer was off his run a trip. Understand he sang at a St. Patrick's day celebration at Durand.

General Manager J. T. Gillick, General Superintendent W. M. Weidenhamer and Superintendent E. W. Morrison made a business trip over the R. & S. W. Division, Savanna to Corliss, on special car Walworth, train No. 30, March 21st.

Operators Flora and Anderson, who work the soft tricks at Corliss, have moved from the city to their summer home at Somers and make the trip to and from work in their Packard. This pair of birds have been challenged by Dispatchers Lane and Morrissey to a bowling contest. Both teams are strong—with the Bolsheviks.

Charles Weber is back on the transfer job at Corliss after serving Uncle Sam for the last eight months.

O. E. White, agent at Kausasville, has brought out his Ford after a winter's rest. Spring is here sure.

Former Agent C. W. Atherton of Kausasville, who runs a general store at Rochester, shook hands with the boys along the line while on his way to Racine, and reports business in his line very good.

Brakeman Chris Anderson worked in the Racine yard for three weeks during Yard Foreman Sieb's sick spell.



You can't Beat the SENSIBLE

Pat.
6-8-13

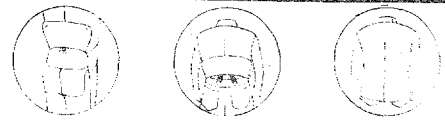
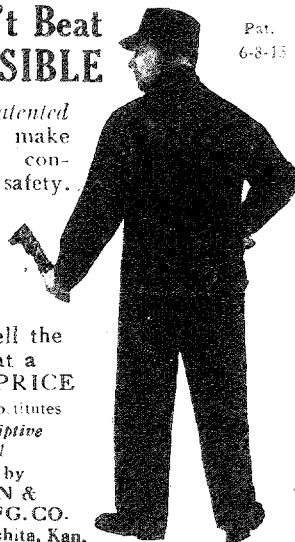
It embodies *patented* features that make for comfort, convenience and safety. They are found only in the SENSIBLE.

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**Ask Our Agent or
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Over \$24,000,000 Paid in Claims
Railroad Department J. H. C. CONLEY, Supt.

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 Retail Price \$3.21 Our Price \$1.99 Free

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. B. F. 2215 Ogden Ave., Chicago, Ill.

OTHER BIG BARGAINS IN OUR CATALOGUE

Uneda 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 B. F., 2215 Ogden Ave., Chicago.

Gentlemen: Enclosed please find \$1.99, for which send me Bargain Grocery Order No. B. F. 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

We are all glad to see Conductor Dave Gris-senger back at work after being confined to his home for two months on account of sickness.

Howard Hamer, son of E. T. Hamer, went through Corliss last week from France to his old home in Janesville. He says, "Mother's cooking will taste better than ever now."

F. H. Stewart, second trick at Hartford, attended the funeral of a relative at Delavan March 19th.

Beamish, on sick list, relieved by Ed Crissey, and he relieved by Operator Desmond.

George Heinen of Durand, reported sick, relieved by Operator Ray Harkiness.

Operators E. M. Ginnane and E. T. Smith of Elkhorn spent Sunday, March 16th, sightseeing in Chicago.

Joe Starr and Ted McCarty are holding down the brake job with Jake on the Eagle branch. Jake is a hard pill. Look out for him, boys.

George Wilkins has been assigned to the agency at Port Byron and Harry Maarsingh to the agency at Florence.

Fred Unverzagt, recently discharged from Government service, has resumed the second trick at Burlington Tower.

It is rumored that George Lane is going to attend the National bowling tournament at Toledo soon.

The agent at Delavan is much worried. Says he is afraid Conductor Kinney will get the gout from lack of exercise. While he scans over the switch list the face on Terrible Terry would put the run to Big Jess.

Conductor and Mrs. J. Cummings have returned from Florida, where they spent several weeks. Mr. Cummings resumed work on his run April 8th. Conductor J. Cavey, relieved from the through runs, is back on 23 and 24 again.

Train 65, William Muckerheide, conductor, had four cars derailed about a mile east of Darien March 29th, making it necessary to order the derrick from Milwaukee. Also it was necessary for the milk train from Elkhorn to transfer mail and passengers from No. 24. For some reason or other the big hook didn't wish to stay on the rails and took to the ties a half mile west of Kansaville, thus adding more delay to traffic. Soon as the wrecker arrived at the scene the two terriers, Connors and Reidy, got into action and soon had everybody going on their way rejoicing.

Jerry Sweeney, on the sick list, relieved by Mr. Wilkins.

Miss Carrie Forge of Burlington is holding down the chief clerk job at Delavan, having relieved G. O. Kelly, who is taking a couple months' rest at Albuquerque, N. M.

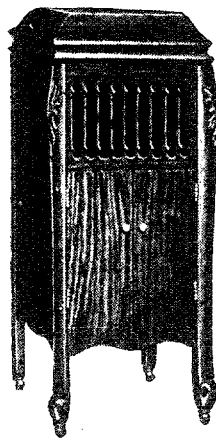
John Connors, agent at Rockford, recently received a much deserved promotion—that of train-master, R. & S. W. and R. & S. Line. Mr. Connors' service date goes back to 1889, when assigned operator at Leaf River. From 1893 to 1908 he was agent at Hampshire. May 3rd, 1908, he was placed in charge of Rockford, where he not only made an excellent record, but many friends. Mr. Connors was promoted to train-master March 15th. We are glad to have him with us and wish him success.

Two special cars on No. 30, April 3rd. They were occupied by Federal Manager H. E. Byram, A. J. Earling, General Manager J. T. Gillick, General Superintendent W. M. Weidenhamer and Superintendent E. W. Morrison, making an inspection of the R. & S. W. Division.

Ray Harkiness and the Terrible Swede Anderson recently, relieved from Government service, have not only resumed their respective positions, but also deemed it necessary to take partners for life. We wish them good luck and large families.

A special train of two flat cars, one baggage car and one sleeper, loaded with trophies of war for the purpose of boosting the Fifth Liberty Loan, was delivered to the R. & S. W. Division at Beloit, April 10th. Andy Hermes was the conductor, also accompanied by Superintendent E. W. Morrison and Traveling Passenger Agent H. W. Stienhoff, who looked after the parking and welfare of the crowds which came to look over the relics from the world war. The train tied up for the night at Delavan, then to Elkhorn next

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**CONTINENTAL CASUALTY COMPANY
910 Michigan Ave., Chicago.**

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

Name _____ Age _____

Address _____

Occupation _____

C. A. & S. P.

morning and over the Eagle branch to the Prairie du Chien Division.

Wanted—An unattached young man to chauffeur a Ford car evenings and Sundays. Apply at Corliss.

James P. Victor and his hard-working crew are kept busy these days switching and rereailing cars on the old shop track. Thirty cars of heavy machinery have been received for the Emergency Fleet Corporation in the past two weeks.

Laugh and the world laughs with you. "but don't grin when you come into the office at Corliss"; owning a Ford is a serious proposition, after all.

Trainmaster Connors had a gang of men and a scrap train out cleaning up the division April 11th and 12th.

Conductor Rossmiller and son visited friends and relatives at Rock Island April 5th. Rossmiller, Jr., is just back from overseas.

Signal Department Bubbles.

"Suds."

I. F. Gillan and his office force moved down from the attic to room 18, but have since been moved once more and are now in with District Carpenter Wolf.

Philip Linderoth had a close call the other day. He was walking along watching a pair of seagulls flying over the city when Charlie Fisher came along in his Overland. Charlie says something went wrong with the steering gear and the car seemed to follow Philip all over the street. At any rate, Philip is more careful now when he leaves Bay View and lands in the city.

J. C. Mill spent about two weeks on his fruit farm in Florida. He sure lived the simple life while down there, judging by his "Million Dollar" coat of tan.

J. H. Dunn arrived home yesterday from overseas. Johnny is sure looking fine. Upon opening his mail he found a commission as 2nd Lieutenant in the Reserve Army. Johnny says, "Boys, I sure worked hard for that." He left for Kansas to bring back his wife whose home is somewhere in the Bear State.

Sheldon Bassett came in long enough to say hello to the bunch. Bassett's crew is busy installing a crossing bell at Soldiers' Home crossing.

The N. R. A. show at the Coliseum in Chicago, was a great success for the Get-together Club. It is said there can be no show next year on account of the country going dry.

Did anybody see a Hebrew brakeman at the show? Ask Slim of the West End for particulars.

We understand a delegation was to meet Miss Katherine Wright when she landed in Chicago on No. 4 to attend the N. R. A. It appears that part of the delegation who could get down to the depot didn't know Miss Wright, and after asking several ladies if they were Miss Wright, decided to page her. They called the porter to their assistance and the first question he asked was if it was Mr., Mrs. or Miss Wright. Well, they were not quite sure about that themselves, so decided just to page "Wright," as they were afraid of getting the wrong Wright. There appeared to be no Wright around, so they left, and it was fortunate that Ed Leahy, coming in on No. 24, discovered Miss Katherine or she might be there yet waiting for the delegation as per schedule.

Myra, upon seeing the article in the March magazine about her soldier, very confidentially informed the correspondent that she met Billie every morning in a Fond du Lac Avenue car.

Slim, the West End correspondent, stopped over in Milwaukee for 24 hours while on his way back to Tacoma. He expected to meet friend wife on No. 17 the next day, so he went to his hotel early in the evening.

We have heard and read a great many fish stories, but the following brought in by Charlie Mattes, is the prize winner. Charlie says one of the section men up at Winona recently went out to Mud Lake (if there is such a lake up there), and speared five pickerel in one thrust of the spear. We asked him how many prongs the spear had and he said "Five." It's mighty lucky for the fish there weren't five or ten more prongs on the spear. We've seen pictures of a pelican with a ring around his throat dive down into the water and bring up four fish in his bill (he couldn't quite

make five), and deposit them in a boat. Has anybody else got a good fish story?

A. F. Alexander was in to see us recently. Archie liked the styles better in Milwaukee, as he came all the way from Minneapolis to buy that Easter bonnet.

Note No. 13 we reserved for Corp. Bob Bentley, who is with the 13th Engineers. We expect Bob back soon, as the 13th is supposed to be somewhere on the Atlantic.

A meeting of supervisors' clerks was held recently in Chief Clerk Leahy's office. The clerks present were Miss Wright from A. F. Alexander's office, Guy Edgar from A. T. Breecher's office, and P. J. McKenna from A. O. Swift's office.

I. F. Gillan just returned from Hot Springs where he had taken his wife a couple of weeks before. Mrs. Gillan seems to be improving and it is hoped will soon regain perfect health.

S. O. S. Tacoma Tide Flats.

R. R.

This is some *real* news. A. J. Kroha has the dancing habit and has been seen at several of the social affairs of the season. No, he wasn't alone either.

Betty is keeping up her record as a speed typist. She believes in helping the typewriter companies out; she says every one must make a living these days—even the type repair men.

C. H. Mackey, the figure man, has been around us a lot lately, certainly has us all figuring as to what comes next.

Dad Marvin and Joe Smith have wasted a lot of time in arguments, for I've found out its George Mason who is the most popular with the girls of the Store Department.

Mr. Maas has returned from his vacation spent in California, and brought back a souvenir for all the girls. We all like to be remembered. We were very pleased to hear how well Mr. Maas enjoyed himself.

Miss Velna Ehm, our little messenger girl, is looking forward with eagerness to the return of the 364th Field Hospital Unit. No wonder, it's part of the 91st; and there's *one* certain other reason why.

You folks let me know when its time to say something, as judging from what we've seen in the past few months, A. E. Johnson, will soon be among the honeymooners.

Gertrude is keeping awfully still these days, so I can't find a thing out about her—but it *looks queer*.

G. Gookstetter has enlarged his farm and is hoping to have the weather keep fine, as he wants to start planting.

We have the nicest little Red Head in the Store Department office, but Betty says his hair is just the same shade as her's (Auburn). Now La Mare, you've got something to worry about.

Everyone has been saying such nice things about our leaving the Store Department office, but they are surely keeping a watchful eye on all the office equipment. We appreciate your feelings at our departure.

A little bit of heaven dropped down into Mr. and Mrs. Earl R. Brodwell's home on April 3rd, to stay too; and they named her Dörine Melie. We forgive Earl for shaving off his mustache, because he wanted to kiss this little bit of heaven.

A peculiar odor about our office had us all guessing the other day, but some one found out it was Kilmer's shoes which he had dyed from brown to black. He refuses to state any reason for the change, but there is a reason—and Dorsey knows it!

Gene, did he get back with the boys on April 2nd.

George Pyette says, "Roses" are \$4.50 per dozen. Didn't know where he found it out, but says ask "Slim," he knows.

We are very proud to say we have some one over here who has been "Over there." Clarence J. Turner of the 63rd Coast Artillery, Battery F, tells us all how he likes it over there, but says he is glad he went over there as he can now fully appreciate a dining room.

Joe Smith says he will have to take his old cell partner, Al Pentecost, back with him when he takes that return trip to the "Two Walla's."

Oh, look out for the Oakland with the Liberty Bell on it. You see so much on 38th and 4th streets. You all know why.

Kilmer says he can tell when anyone is in love, as his past experiences have taught him this valuable lesson.

Eheman treated us all with April Fool candy. The laugh went on him, he ate the candy he meant to give us.

Some one said something when they said - "None but the brave deserve the fair," so now Peg is happy, because Lieut. A. B. L. is home from "over there," one of three million of our Uncle's dough boys, who was lucky in love as well as war.

It was the morning after the night before that most of the Store Department office force on April 8th—but of course, a time like this one only happens once in a long time.

We are very sorry to hear of the sudden death of one of our machinists, Fay Sheldon, who died in Manila, and we wish to express our sincere sympathy to his bereaved family.

Ed. Schuetze of St. Maries was a visitor in Tacoma, March 3rd, 1919.

Rickett was off a week resting his eyes. He says he strained them looking for "Paris."

P. R. H. had better take a rest also.

"Jaun" Woods and Ralph Holmes sure are prize dancers, and they also know where the very best noodle joints are.

Ed Nelson has purchased a new automobile and you can't see him for the dust.

Barry Glen and L. Kugman, the two Irish friends,—Their green was very much in evidence on St. Patrick's Day. Pat has gone to the Ship Yards again.

Notes From Milwaukee, "O'Malley."

We hear that "Mabel" from the Card Record office leaves us soon to reside in Columbus, O., also that she is not going to set up "bachelor apartments." Is that true, Mabel?

Agatha and Esther are beginning to visit "fortune tellers," what's the matter girls. Beginning to get worried?

Has any one seen "Our Tommy"?

Well, boys, how do you like our phone operator? There seems to be an awful lot of phone calls for some reason or other. Marie are you the cause?

Esther is smiling a great deal of late, we wonder if "he" is on his way back? Hope he brings the sparkler she dreams about so much. We wish you luck, Esther.

We are all going to a wedding soon. Save your pennies—boys, for a present. Ed is going to try and slip a fast one on us.

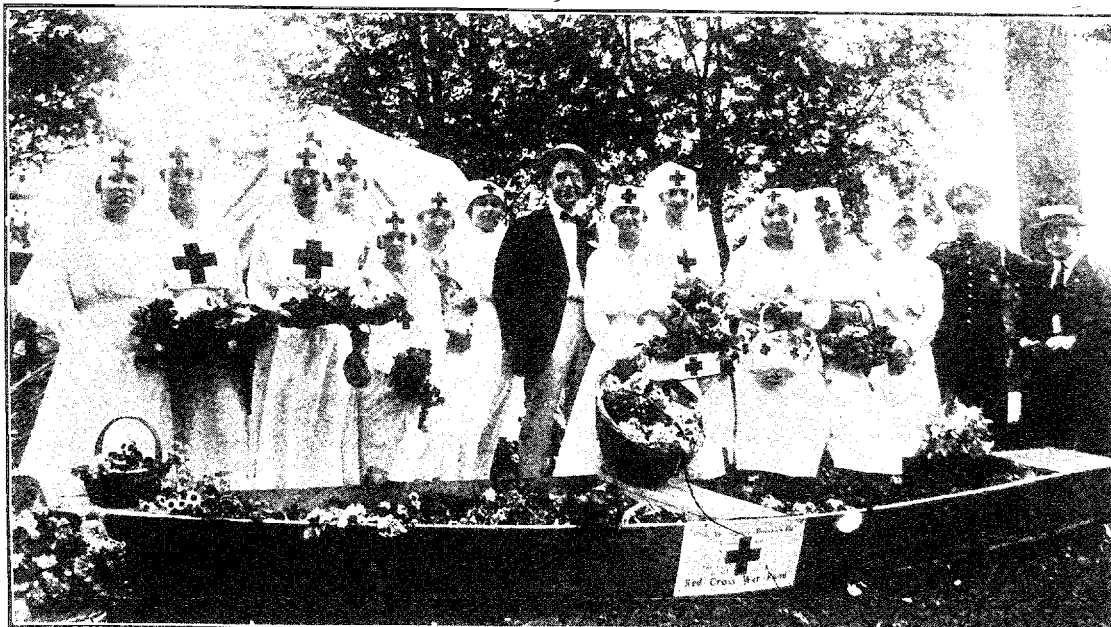
Vacation time will soon be here, all you have to do is to look at the smiling faces in the Card Record office, they are soon going to have a joyous vacation, and we think they will do it justice.

Have any of you ever been to Watertown? We would like to know what seems to attract Eddie's attention so. Lots of girls right here don't have to travel so far, Eddie.

EXTRA. EXTRA—The "high cost of living on down;" long threatening comes at last. Ed Franzen is going to leap—yes, May 14th, is the date. We caught him looking at the "Over Reports" the other day for furniture.

The "Smiles" bowling club of W. G. Miller's office, had a match game with the Armour Girls, Monday night, April 7th. Although the Armour's had fast balls the Smiles showed them up just the same. All we want now is a few more Roofers. The team is as follows: Doris Speare, Helen Hilbel, Adela Sherer, Helen Pomlewas and Adeline Kamm, and say, boys, they are "All Smiles."

Speaking about "Bowling;" Paul Alberts, champion bowler at Muskego Yard, challenged the girls in the Card Record Office to a game, one of the features of this contest was the serving of refreshments, consisting of ice cream and candies, both before and after the game. (We are unable to give the result of the contest, as no score was



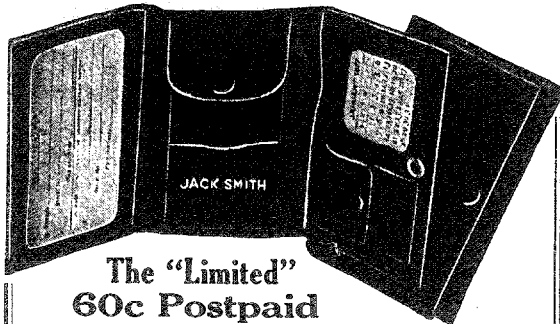
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FOR WORKERS AND THEIR CHILDREN

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Extra Gold Stamping, 20c per line. Postage stamps accepted. Satisfaction guaranteed or money refunded.

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**Ask Your Druggist for A-K Tablets
(If he cannot supply you, write us)**

Small Size

10c



Dozen Size

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See Monogram AK on the Genuine

**The Antikannia Remedy Company, St. Louis Mo
Write for Free Samples**

furnished with the report, but look out "Jingles" or (the girls will get you).

As spring approaches and we have that annual recurrence of "Fishbitus," which is the result of inoculation of the fishing-bug, we feel that it is a good time to mention some fourteen points for fishermen:

1. Never put off 'till tomorrow a fib you can tell today.
2. Never tell a brother angler where you caught your big fish. He would never believe you, any way.
3. Never use Muskie tackle while catching shiners for bait.
4. Never maul a perch after you have it helpless in the boat.
5. Never wallop a weak fish after you have landed it. The strongest are the tenderest.
6. Never try to argue with a bullhead when you have it hooked.
7. Never browbait a bass until all your other bait is gone.
8. Always be careful, when taking a Muskel-lunge from the hook, not to hurt its feelings or get your arm too near its mouth.
9. Always put a shark back in the water after catching it by mistake.
10. Always speak consolingly to a blue fish you have hooked.
11. Always, when following a trout stream through a farmer's land, chat pleasantly with the farmer when he appears, especially if the farmer is there with the bull-dog.
12. Always tell your wife just how many fish you caught, even if you caught but one. She caught one on her wedding day and is never ashamed to tell you about it.
13. Always retire early on the evening before a fishing trip. This saves answering a lot of questions. For the same reason, roll in when you roll home.
14. Always cast your fly on the waters if you want it to return.

"The average American soldier is a poor sailor," Here are excerpts from two letters written home by Yanks, who recently arrived overseas. "There are no food restrictions on the ships. We had six meals a day—three down and three up," another says: "Expect me back home some very cold day—when the ocean's frozen and I can walk back."

The sympathies of our readers are extended to Yardmaster Max Polcyn and family in the loss of their little son, Ralph George, who passed away, Sunday, March 23rd. Also to Yardmaster Frank Stark in his recent bereavement in the death of his beloved wife, who passed away Thursday, April 10th. Mrs. Stark was a member of the O. E. S., also the L. A. to B. of R. T. Also to Yardman D. J. O'Connor and John O'Connor, who's mother, Mrs. Elizabeth O'Connor, was called to her reward on Monday, April 13th. May they rest in peace.

**Motoring on the Milwaukee—Up and Down Hill
on the Rocky Mountain Division.**

Nora B. Still.

A. O. V. has the mumps or something, so he says he will have to lead the grand march at the O. R. C. ball Easter Monday, April 21st, at 9:01 p. m. (standard rules), without the orange blossoms, but we understand there will be no lack of decorations of one kind and another; and if the lady from the Illinois Division would like to see something real classy, with French words just sprinkled thick all through, will send her one of our programs. Yes, I had an advance peek at one of them. Next month I'll tell you something about this same ball, all right. Also I'll tell you if I win that Oldsmobile. There are only fifteen hundred chances, but somehow, I have a hunch that it's mine right now. Yes, so have fourteen hundred and ninety-nine other people.

Operator Gilliott, second at Sappington, is assigned second trick at Lennep, account Mr. Edson going to Butte yard. Operator Moore is now working the trick. Mrs. Haskell has returned to Piedmont, her old love, after working a few weeks at Lennep, second.

Miss Della Ryan and Miss Francis Peacock spent a few days the last of the month taking in the shows of Butte.

Miss Myra Bergren spends almost each and every week end at Willow Creek and Three Parks.

She has a brand-new fur cape that stopped me right in the middle of a train order when I caught a glimpse of it through the office window. Harry Buyers and Pete Martinke have returned from Casper, Wyoming, where they spent a few weeks.

Engineer Brentnall is out of the hospital and back at work again. Also Earl Wilson, who has been on the sick list most of the winter.

Conductor John Rogers and wife have returned from a visit to St. Paul and other points thereabouts, where they were called on account of the death of a niece of Mrs. Rogers.

Mrs. Schumaker of Josephine has gone east for a visit with home folks at New Rochelle, New York. Little Jimmy Reynolds accompanied her and they expect to visit with the late Mrs. D. N. Reynolds' parents, who live in Michigan, before they return home again.

Beth Vaninwegan and Elsie Moore, who have both been sick with scarlet fever, are doing nicely and will soon be out again.

Jerry Hoyt, who has been quite ill for some time, is up and around again.

Mrs. George Spaulding, wife of T. E. Spaulding, has returned to the city from Iowa, where she has been for some time, visiting relatives.

Engineer Bert Everett and family took a trip up to Butte the first of the month and returned riding around in a fine new Oldsmobile. I expect to be riding around in one myself pretty soon. Yes, so do fourteen hundred and ninety-nine—yes, but I have a hunch.

Mr. and Mrs. M. H. Roberts came over for a few days' visit from Deer Lodge with Mrs. Percy Roberts, who has been for some time in the hospital here. She is out again and everyone is glad to learn that her health is very much improved.

Agent Tyre, from Grace, came over and worked a shift for Mrs. Hayden while she visited her sister, Mrs. Spain, in Deer Lodge, the first of April. His small daughter has been under the weather for some time with throat trouble, but is better now.

Operator Moore relieved Operator Bushnell at Cardinal for a week on account of sickness.

Mrs. Bostwick made a trip over to Lewistown to buy herself a spring bonnet.

Traveling Auditor Bennett came over the first of the month for a few days for a visit with his father, who has been here for some time, the guest of his daughter, Mrs. H. C. Rector. Mr. Bennett left for Milwaukee a short time ago.

Engineer and Mrs. Harry O'Donnell have returned from a short visit to Minneapolis with Mr. O'Donnell's sister.

James Beatson has been assigned to Roundup District, but is taking a short vacation on his homestead in Washington. He has just returned from St. Paul, where he visited his mother, called back to Montana by a lawsuit (not his own). He says he never was called "Mister" so many times in his life as that afternoon in the courtroom in Bozeman.

Conductor Hurst was on the sick list the first of the month, as was Conductor England. They were relieved by Conductors Donner and Sterling. Mr. Sterling's dog, Jack, who always makes a daily trip to the office to see when Floyd is getting in or out, didn't know him in his blue suit and made the trip as usual.

Mrs. Sprecker, a sister of Mrs. Earl Wilson, who has been visiting here for several months, left over the N. P. the last of March for Dodge City, Kansas. A surprise party was given her by her many friends before she left with her little daughter.

M. J. Welch and J. W. Blossingham collected \$17 from their office force and took a trip to Bozeman via auto the first of April. I know they borrowed the money because nobody ever had that much at one time without. Mike is coming down some time and help me move the train order register. That is, if we can get into the Carpenters' Union.

John Cavanaugh, clerk for Superintendent Vietch and Roadmaster Martin, died March 28th at the Three Forks hospital after a short illness. The family has the sympathy of the division. Mr. Graham from Spokane has taken the position in the superintendent's office left vacant by the death of Mr. Cavanaugh.

To Ticket Agents C. M. & St. P. Ry

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Phone Grand 1246.

Everything was ready but the patient, according to the Great Falls papers, as Auditor Bennet received several notices of his severe sickness, offering flowers and assistance, but he refused to be that sick.

Mrs. C. R. Johnson has gone to Goshen, Ind., for a visit with her mother, and when returning will stop off at Baker, Mont.

Mrs. Andy Smeltzer has gone to Youngstown, Ohio, for a visit with her home folks.

Ralph Everett has received his discharge from the navy and is back at work on the R. M. again. Eddie Smeltzer is back again, too.

The icehouse at Harlowton burned down the afternoon of the 11th. That's the only time we ever got an item for the magazine from HN—when they have a fire and they can't keep that hidden.

Keeps us all busy watching the returning soldiers eat around here now. Every time a train whistles the Red Cross ladies arrive with a truck load of goodies and O boy! everyone wishes they were returned soldiers. I guess, when they see those lunches spread out.

I wonder will one's service date be of any use in bidding on a seat near One T. P. at that tea party the club is going to give him? If it is I know where I will be.

P. S.:

You call up the Doctor

An' tell him you're sick,

There's a pain in your knee

And you're tongue's awful thick.

He says: "Call tomorrow—

Tonight I've a date."

Now listen. If you'd discover a little later on that he'd spent the entire evening closeted alone with the undertaker—now, honest to goodness, wouldn't it make you feel funny and anyway, that pain in your knee was mostly imaginary, wasn't it?

Iowa Division.

Ruby Eckman.

Orin Lutze, of the roundhouse force, who is assigned to the U. S. S. Matoka, had an exciting experience on one of his recent trips from France. The suction strainers in the pumps failed to work when necessary to pump water out of the ship and there was something like ten feet of water in the hold of the ship before repairs could be made and the water forced out.

The maintenance of way employees held a big meeting at Perry March 30th, taking in a class of 100 new members and bringing their membership up above the two hundred mark. A. W. Bergland is president and A. E. Lyons, secretary and treasurer. The new members initiated were mostly section forces along the Iowa Division and Perry roundhouse employees.

Harry Emberling, a Perry caller, who has been in the navy for some time, was home during April on a 20-day furlough. Harry is assigned to the Great Northern, a large passenger boat which has been handling troops between the United States ports and Brest. He made one trip to Italy. Harry enjoys the work and expects to remain the entire four-year period.

Dr. J. R. McKirahan, Perry physician, who was Milwaukee company surgeon before his enlistment has recently been advanced to the rank of major. He is now with the American forces in France.

On April 7th the stations of Potter and Gladstone, which were opened on the middle division back in 1882 when the line was built west, were closed on account of lack of business. The two towns have boasted an elevator and a post office each for some time and the company decided that the business did not warrant the maintenance of the station. M. C. Rucker, the postmaster at Gladstone, has been made custodian of that station, and the billing of grain and stock which is shipped from there will be handled from Vining, and the billing from Potter will be handled at Tama.

Jay Vaughn, former Iowa Division operator, is reported as having died in France on February 11th.

R. O. Walker, signal maintainer at Woodward, and Miss Thelma Duse of Slater, were married the fore part of April. They took a wedding trip to Chicago and on their return went to housekeeping in Woodward, Iowa.

Conductor Walter Widger, who has been making his home in Marion for several years, has moved to Perry. Since the removal of the terminal to Atkins, Walter was unable to spend much of his time at home, hence the change of residence.

Engineer Charles Stoner, who recently returned from France, has received his discharge and is again ready to take up his work as an engineer. Boilermaker John Barth returned to the States early in April, as did also Brakeman Everett Buckley and Brakeman Frank Smith. Mr. Smith was unable to resume work on account of the sickness of his father, but will do so when his father recovers.

Brakeman H. A. Boisen, Engine Inspector William Barker and Wrecking Foreman's Helper Oscar Peterson have purchased new homes in Perry during the last couple of weeks.

Irene Stapleton of the Council Bluffs roundhouse force spent Sunday March 30th with her mother in Perry.

Engineer William Leaf and family of Marmouth, N. D., have been spending a few weeks with the family of Engineer John Leaf in Perry. Will is as enthusiastic as ever about the western country.

Frank Hoose, who resigned his position as assistant foreman at Perry roundhouse, went to Dubuque and worked a few weeks but decided to return to Perry and on April 14th he resumed his work here.

D. J. Erlewine of Manilla yard force has returned from the army and has resumed his work.

Herbert Ayers of the car department force, who has been off duty for several weeks on account of an injured finger, has returned to work.

Conductor C. L. Tucker has resumed work after a few weeks' layoff on account of sickness.

O. W. Johnson, a brakeman on the coast lines with headquarters at Tacoma, has been spending a few weeks with relatives near Perry. Oscar

"Kirkman's Science of Railways"

Enginemen, Trainmen, Shopmen, Roundhouse Men, Etc.: These Standard Text Books and Charts, written by men who know; containing Examination Questions and Answers, and explaining and illustrating the Locomotive, Air Brake and Machine Shop, are arranged in groups. No one loaded down with charts or books not relating to his particular occupation. Payments may be made monthly.

CROPLEY PHILLIPS CO.
CHICAGO, ILLINOIS

formerly worked on the Iowa Division before going to the coast line.

A change has been made in the callers' force at Perry, one callboy being assigned to the work of calling both train and engine men, with J. B. Cartwright as chief caller. The force is now composed of Roy Correy on first shift, Hugh Ellsworth on second shift and Earl Groves on the third shift.

John Vodenick of the roundhouse force has returned from the army but will not resume work for a few weeks, as he has not fully recovered from the injuries he received during in the battle of the Argonne woods.

Perry friends of George Martin were glad to learn of his appointment to the position as assistant to Mr. Warnock.

On March 20th the maintenance of way men on the Des Moines and Iowa Division had an interesting meeting in Perry, General Roadmaster Shea being in charge.

Peter Reel Sr., for many years in the track department of the Milwaukee, celebrated his 83rd birthday anniversary in March. His four sons, Joe, Dan, John and Peter Jr., all of whom are railroad men, with their families, were present at a big dinner.

Robert Briggs of Montevideo, Minn., has taken a position as lineman at Perry and will assist Charles Robert in his work on the middle and west divisions.

On April 13th a delegation of ten from Rainbow Lodge No. 632, B. of R. C., came to Perry and initiated a class of sixteen into the order. A number of other applications were received and within a short time the employees will be 100 per cent strong.

Lineman Charles Robertson and family left Perry the fore part of April on a trip which will keep them from Perry for about a month. They will visit and attend to business matters in Missouri, and from there go to Georgia to spend some time.

Glenn Linn, who has been in the merchant marines for several months, has secured his release from the service and resumed his work as a fireman on the Iowa Division.

Perry friends of Conductor F. E. Pike were grieved to learn of the death of his wife which occurred at their home in Cedar Rapids a short time ago.

Fireman Herman Peterson has resumed work on the Iowa Division after having served with Uncle Sam's forces for some time.

Miss Nan Fitzgerald, daughter of Operator R. E. Fitzgerald of the Perry office force, was selected by the Minneapolis Red Cross as a war worker in France. She left the fore part of April for a six months' trip and while there will be engaged as a hut supervisor.

Engineer Frank Cowden and wife returned on March 26th from California, where they had been to spend several weeks with their daughter.

Engineer Mike O'Loughlin, who has been seriously sick at his home in Perry for several months, has recovered sufficiently to be out and has gone to Excelsior Springs with the hopes that the treatments there will be beneficial to him.

Irving Chubbuck, who has been working at Manilla for a long time, has returned to Perry and has taken a job firing on 34 and 35, between Manilla and Perry.

Conductor and Mrs. J. B. Bryant are the parents of a boy born the latter part of March.

Yard Clerk Marlow Stotts' family have been visiting relatives in Illinois for several weeks.

Conductor W. A. Brubaker and Conductor Elmer Millard, who spent a couple of weeks last month at Excelsior Springs, have returned home and resumed work on the way freights. Mr. Millard was off several months on account of an injury.

Machinist W. G. Buck and wife of Marion came out to Perry the latter part of March for a visit with their son-in-law, Conductor W. J. Fuller, and family. Mrs. Fuller and baby returned home with them.

Engineer Fred Kennison's wife was very seriously sick for a few weeks during March.

Switchman George Rallins made a business trip to Ottawa, Kansas, the latter part of March.

Blacksmith James Ross of the Perry roundhouse force was elected to the position of councilman in his ward at the spring election.

Chief Caller James Cartwright and Brakenham H. H. Rissler laid aside the cares and worries of their respective positions and took a trip to Kansas City the fore part of April. Both men are such steady workers that they were missed by their friends.

Engineer and Mrs. John Leaf welcomed a fine new granddaughter into their home the fore part of April. The little miss was born at the hospital in Perry and is the daughter of Attorney and Mrs. Elwood Leaf of New York City.

A. E. Dodd, who was appointed assistant foreman at Perry a couple of months ago, has resigned and returned to his old position at Council Bluffs.

Mrs. Emmett Callahan, wife of the roundhouse foreman at Yankton, has been visiting her parents in Perry for some time.

Roundhouse foreman Williams' wife made a trip to Grand Rapids, Mich., the fore part of April.

Mike Boyic, an Austrian laborer who has worked on the Bouton section for seven or eight years, was murdered in his shack near the depot at Bouton on the night of March 28th. Mr. Boyic, who lived alone in a little house, was known to carry large sums of money on his person and it is presumed that it was for this money that he was murdered. About ten days before his death he had been persuaded to deposit about four hundred and fifty dollars in the bank at Bouton and as near as his foreman could tell, only had about fifty dollars with him. His family reside in Austria and he has had no communication with them in four years. Burial was made in Chicago.

Car Accountant News.

London Life. "Six Hopkins."

Patima please take notice--

George Miller is with us again after a long absence.

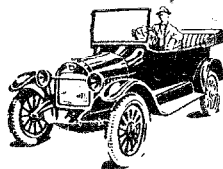
The mileage department is in receipt of some very fine wedding cake sent by Mrs. C. G. Im-



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Without a Dollar of Cost

You don't have to pay for it—not even the freight. Positively no money is required. The man shown in the car answered our ad. Now he's riding in the Buick we gave him. You can get one too. Don't send a cent—just your name and address—that's all. Do it now. A post card will do. I want to send you a dandy auto also.



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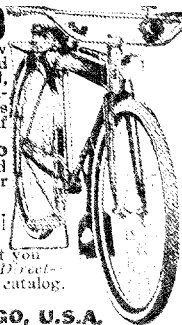
Everywhere to ride and exhibit the new **Ranger "Motorbike"** completely equipped with electric light and horn, carrier, stand, tool tank, coaster-brake, mud guards and anti-skid tires. **Choice of 44 other styles, colors and sizes** in the famous **"Ranger"** line of bicycles, all at **Factory-to-Rider** prices.

DELIVERED FREE on approval and **30 DAYS TRIAL**. Send for big **free** catalog and particulars of our **Thirty Days Free Trial** offer and marvelous offers and terms.

TIRES Lamps, Horns, Wheels, Sundries, and repair parts and supplies for all bicycles—at half usual prices.

SEND NO MONEY but tell us exactly what you need. Do not buy until you get our **Factory-to-Rider** prices, terms and the big **FREE** catalog.

MEAD CYCLE COMPANY
DEPT. G247 CHICAGO, U.S.A.



manual, formerly Miss Edith Peterson, and best wishes follow her to her new home in California. Tune: Auld Lang Syne. "Bill," you try to sing it.

He was just a long, lean, country gink
Who lived in the "glen" where the hop toads
wink.

Each morn he makes the train on the run
And returns to his home with the rising sun.
And oh, dear people, did you hear
Of the family of chicks he's going to rear?
He built them a bungalow of wood
And he'll soon retire if the harvest's good.
Jack Cassin won a bet recently by "laying off"
Beechnut for one week. It seems it was quite
a shock to his nervous system for during that
time he was confined to his bed a day and a half.

Miss Amelia Petersen is convalescing after undergoing an operation for appendicitis. We are glad to know she is doing so well and hope to have her with us again soon.

Our old war horse, Charles Hill, champion fisherman of the car accountant's office, went up to Madison, Wis., fishing and comes back with a story of having caught 180 fish in one hour. Oh, you Charlie!

Miss Hazel Doerr is once more an employe of this office. Glad to see you back, Hazel.

George F. Richmond has taken it upon himself to buy two packages of Beechnut in one week. What's the matter, "Rich"? Birthday or something?

Clarence Becker has resumed his duties after a long siege of illness.

A certain young time movement clerk in E bureau indicates he has that spring malady commonly called spring fever, and longs for a few days off so he can cut the grass with his shoflder blades. You know how, spread out on the lawn in the shade, with a good book. He answers to the name of Harry.

The mileage department agreeably surprised Mrs. Laura Whitson with a basket of flowers on her birthday, but they will have to take a back seat, for in return she presented them with a delicious angel food cake.

Prairie Breezes—Aberdeen Division. A. E. Reuland.

Color Sergeant Arthur F. Maschke of the Headquarters Detachment, Fifth Engineers, has returned from France and resumed his position as chief clerk to the district carpenter at Aberdeen. Sergeant Maschke enlisted Dec. 12th, 1917, and was stationed at Corpus Christi, Texas, prior to sailing for France. He spent seven months in overseas duty and was quite thoughtful and brought back more than a hundred photos which were taken throughout France.

K. E. Morrison of the accounting department has been spending the Sundays in Minneapolis during the past month. Some have learned that Kenneth intends to do it. Well, I'm sure she's willing. Why shouldn't she be?

Corporal Leon Glass, Company C of the Fifth Engineers, has returned from France and is again seen around with the inspection department. Corporal Glass enlisted here Dec. 12th, 1917, and has seen seven months' duty overseas. We surely are glad to have Leon back with us.

During the past weeks we have had considerable rain and snow, and the farmers are again able to enter the fields. Understand with the favorable weather which we expect we will have one of the largest crops this fall this country has seen for many years.

The Aberdeen stock pavilion, located on the Milwaukee tracks, is having numerous stock sales during the past month. Many cars of thoroughbred stock are being unloaded and sold.

Fred Hulse, head of the freight received department, spent a few days in Milwaukee, Wis. Also while visiting he attended a meeting of the B. of R. C. held there the 6th. Fred left here quite enthused about being delegated for this meeting, but we find he was more enthused after his return. We have been unable to find out, but we all think it's merely the city.

Sergeant Don Owens, formerly clerk in the passenger ticket office, has returned from Washington, D. C., where he was stationed during the war. Don will again resume his position in the ticket office. We are all glad to see you back, Don.

Superintendent Flanigan of the H. & D. Division spent a few days in Aberdeen during the past weeks on business.

Walter Amundson, chief operator, spent a few days in Sioux Falls, S. D., as company witness in a hearing held there.

Miss O. C. Anderson, divert clerk to the division freight and passenger agent, has resigned her position. We know it isn't because she doesn't like her work, but then it usually happens at least once in everyone's life. We are all sorry to see you go.

Miss Georgia Ryan spent a few days visiting Minneapolis and has now accepted a position in the superintendent's office.

The Brotherhood of Railway Clerks held their regular meeting the 9th and after the regular routine of business the entertainment committee served a dainty lunch. Miss Nevil, being the head of the committee, the reason it was "dainty."

Oscar E. Erickson is again seen around the Milwaukee offices. We learn that he has accepted a position with the local agent, R. C. Donehower, as claim clerk. Well, Ike, I'm sure everyone is glad to see you around again.

W. G. Powell, interchange clerk, was laid up with tonsillitis about a week, but is again seen on the job.

W. H. Berg, cashier, spent a few days visiting his parents at New Ulm, Minn.

General Car Foreman Hatfield has just returned, having been on an inspection tour throughout the entire system.

Miss M. M. Anderson, formerly nite divert clerk, will be our new divert clerk at the yard office during the day.

Dubuque Division.

J. J. Reilhan.

The banana business is picking up; the first real good train, consisting of 45 cars, being handled on April 13th.

The spring breakup this year did considerable damage on the Waukon and Preston lines. The Waukon line was out of commission only one day, but the Preston line suffered quite a bit more. There was no service between Preston and Isinours for a week.

Agent B. A. Towle and wife of Lansing visited a few days at Mason City with Train Dispatcher J. M. Trayer and family.

Some of the citizens on the south end of the division had a chance to get an eye full of the kind of trains the Milwaukee are running. The day after the big storm, No. 4, the Pioneer Limited, and No. 18, the Columbian, was detoured via Calmar, North McGregor and Savanna, on account of washouts on the River Division.

Conductor Kearney was out of commission a few days last month on account of sickness.

The depot platform at Waukon Junction has been extended south about 50 feet which greatly assists in the transfer of baggage, express and mail.

Operator Arnold Sturm took a cool bath in the river just after the ice went out. He was trying out a canoe between Guttenberg and Turkey River, but the darn thing wouldn't stay right side up.

Section crews on the main line were increased to five men on April 1st.

Miss Ebendorf, operator at Waukon Junction, took a trip to Chicago, for a few days, the latter part of March.

Third tricks at Lansing and Clayton have again been temporarily taken off, on account of business getting a little slack.

Agent W. H. Wyse has moved his family to Waukon Junction. Mr. Wyse has been in charge of the station there for several months, but wanted to try it out before making the move.

John Lund, agent at Mabel, bid in the position of night operator at Dubuque, his station now being on bulletin. John ought to make good on that job, as he had some experience as extra operator while station agent at Dubuque shops.

Operator McDonald came from Mason City on April 10th to work a few days as operator while the dispatchers were taking their monthly vacation.

The "Safety First" meeting at Dubuque, March 27th, was the usual big success. Quite a few new subjects discussed and practically all suggestions at the previous meeting disposed of.

Edw. Dohlin, who has been night operator at Dubuque for about six months resigned last month. Have not learned what he intends doing.

The telegraph line gang has rebuilt the line on the Cascade line and are now at work at Bellevue, working north. It may be possible that several gangs will be put on to hurry the work of rebuilding the line through to LaCrescent.

Martin Whalen has started out with an extra gang on the Preston line.

Walter Wiedner, brakeman on the Waukon line, has moved his family from Dubuque to Waukon.

Time table No. 5, effective April 13th, makes some important changes on the Preston line. Two passenger crews will be used. One crew leaves Preston on No. 434, connecting at Reno with No. 3, and 94, and returns to Preston as No. 437, leaving Reno at 10:10 a. m., arriving at Preston 12:50. The other crew leaves Preston at 1:10 p. m., as No. 438, connecting at Reno with No. 38; This crew returns to Preston on arrival of No. 38 at Reno, and is scheduled to arrive at Preston 8:25 p. m. No. 94 carries a combination car from North La Crosse to Reno, this car being handled by switch engine from the passenger station at La Crosse to North La Crosse. No. 38 leaves La Crosse at 4:45, connecting with La Crosse No. 17 and River No. 58. This will give the traveling public as fine service as they can get any place.

Clarence Brophy, who has been roundhouse clerk at Dubuque, went to Sioux City, where he has been appointed chief clerk in the master mechanic's office.

Operator L. F. Jess, at Dubuque shops, is the proud father of a baby girl.

J. W. Gibbs, agent at Fall River, Wis., a brother-in-law of Night Chief O. A. Rampson, spent a few days in Dubuque, last month.

Conductor John Kinder took the new train to the Preston line Sunday, April 13th. Have not yet learned who was regularly assigned to the run.

Engineer Chas. Byrnes, one of the old timers, was taken suddenly ill, after being called for his run out of Preston the morning of March 22nd. He was immediately taken to La Crosse and placed

in St. Francis Hospital and died March 24th. The funeral was held in La Crosse on the 27th, a large delegation of engineers from Dubuque being in attendance.

Martin Whalen spent a few days with his son, Ed, and family in St. Paul. Ed is trainmaster on the C. & W. Ry.

Conductor R. H. Kearney and Agent J. J. Rollins are going down to St. Louis next month to see Anheuser-Busch before the nation goes dry. The O. R. C., O. R. T. and some other convention will be held in that city, commencing May 10th. News will possibly be scarce for the June Magazine, unless some one will be kind enough to make a few notes during the latter part of May.

North McGregor Economy and Efficiency club held it's initial meeting, Wednesday, April 9th.

Meeting called to order by Superintendent Thurber. After introductory talk by Mr. Thurber, we had interesting talks on efficiency and economy by Car Foreman W. R. Brown; Store Keeper C. C. Smola; Gang Foreman A. Russell; Trainmaster H. A. Hargraves and Freight Inspector O. H. Berg.

Following this was election of chairman, which resulted as follow: A. A. Montour, 16; W. R. Brown, 13; E. J. Strong, 7. A. A. Montour, duly elected chairman.

Moved and seconded that E. M. Donahue be appointed secretary by acclamation. Carried.

The appointment of committeemen was left to chairman who made the following selection:

Station Department—P. A. Schroeder, F. Trench. Track Department—Mike Connell, James Powers.

B. & R. Department—Geo. Walker, Elmer Dose. Switchmen—Clayton, Dickens, Geo. J. Roberts.

Engine Men—H. Vaughn, Wm. Dickey.

Locomotive Department—A. Russell, Mat. O'Halloran.

Car Department—Wm. Goltz, P. Trenkler.

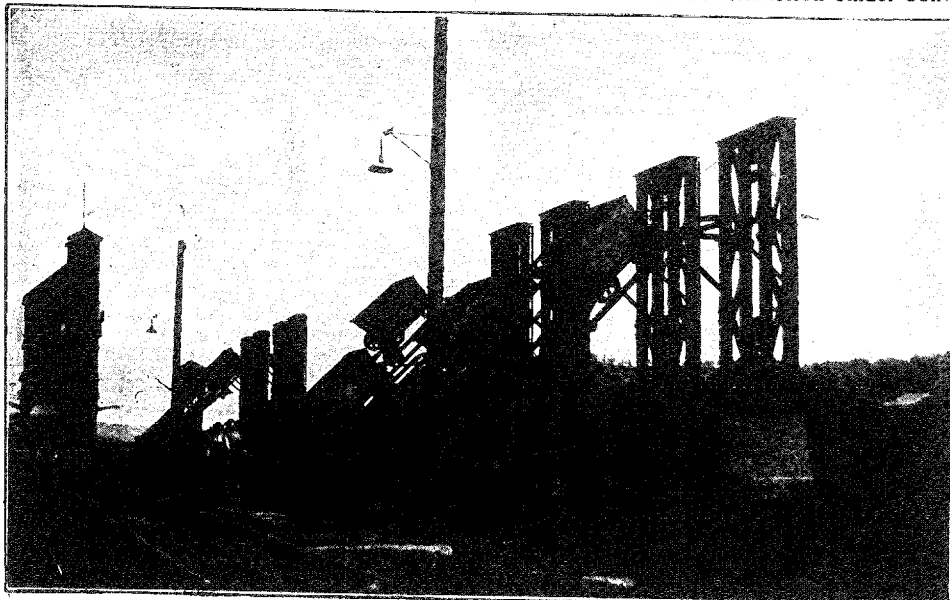
Meetings arranged to be held second and fourth Saturday of each month, during noon hour, for the present at lunch room at car department.

After interesting talks by Mayor J. M. Berry, and Superintendent Thurber, the meeting was adjourned on motion by Chairman A. A. Montour.

Sixty Thousand Men for Uncle Sam

When the Railroads of the United States adopt the ROBERTSON CINDER CONVEYOR

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

Musselshell Division Notes.

F. L. Thomas.

Roadmaster L. A. Strand left the latter part of March for Bergen, Norway, where he will spend six months' visiting relatives and friends, his wife and family will return to this country with him.

Live Stock Superintendent Chas. Long is now making his headquarters at Marmath and has moved his family to that city.

Dispatcher H. L. Slaght and family are visiting friends in Dubuque, Ia.

E. W. Phelan, roadmaster at Milbank, S. D., visited his son, Superintendent J. P. Phelan, a short time ago. Mr. Phelan is the oldest roadmaster in point of service on the Milwaukee, having served in that capacity 35 years, his total time with the company has been 45 years.

The many friends of former Superintendent W. C. Eunis were pleased to hear of his having returned to service with this company, and his appointment as assistant superintendent at Tacoma.

Passenger Conductor T. J. Hanrahan, who has been off duty for the past several months, has returned to his run between Miles City and Harlowton.

Engineer Geo. A. Bennett laid off a few days account of illness.

L. Wright, inspector of transportation, was a recent Miles City visitor.

Conductor Phil Braden is laying off a few days on account of business.

Alex Bugby, traveling engineer, is endeavoring to supply his many friends with trout this summer, he has spent no little time inspecting lines, seins and other fishing tackle in getting ready for the spring drive.

Brakeman Thomas Welton was slightly injured by falling off a box car, near Melstone, recently.

Conductor Fred De Ford is laying off on account of illness.

Conductor Sam Burbridge is laying off getting things in shape on his ranch near Shawmut, preparatory to putting in a crop of spuds and wheat.

S. O. Wilson of Spokane is relieving Roadmaster L. A. Strand during his visit in Norway.

J. L. Morley has been appointed boiler inspector and foreman, vice J. P. Hottman, resigned.

Carl Swanson of the wood mill was injured by a siver flying in his eye, but luckily, same was removed without serious results.

E. C. Olson of the superintendent's office, has returned from Minnesota, where he was called by the death of a sister.

The superintendent's office has been enlarged at Miles City, giving considerable additional room.

James McGuire of Austin, Minn., recently appointed roundhouse foreman at Miles City, has moved his family there.

M. E. Randall, agent Miles City, transacted business in Chicago, a few days the early part of the month.

Division Freight Agent J. J. Foley visited St. Louis recently.

"Snubs," the one and only, arrived a short time ago, but so far has failed to put in an appearance at the office, although he meets the girl morning, noon and night.

Frank Wolf, fireman, is evidently having considerable wire trouble in the vicinity of Roundup, as we note he is a frequent visitor there Sundays.

We are advised on good authority that wire chief, Daugherty, has been offered a position on the faculty of the University De Madrid, Madrid, Spain, as instructor in Spanish, but due to the danger of contracting hay fever while crossing the ocean, he was compelled to advise the board of regents of the university that it would be impossible for him to accept the position.

Flashovers From Deer Lodge Store Department.
"Betzy."

On the 2nd of April, Edith Warren and Harry M. Watson, were quietly married at the First Presbyterian church of Deer Lodge. We have all heard of jitney bus elopements, but this is the first baggage car elopement that has occurred in Deer Lodge. By a baggage car elopement we mean the happy couple tried to steal away from their friends by choosing the baggage car rather than the pullman. However, friends found them and a shower of rice followed them from baggage car to observation. Mr. and Mrs. Watson left on No. 15 for a two weeks' honeymoon on the coast.

Miss Warren has been in the employ of the C. M. & St. P. Ry., as stenographer to Superin-

tendent J. J. Murphy, and will be greatly missed in this office. Before being employed in the superintendent's office, she was stenographer for J. V. Miller, storekeeper. Mr. Watson is also in the employ of this company as chief meter man.

The Rocky Mountain and Missoula Divisions extend their congratulations to Mr. and Mrs. Watson.

It gives me more pleasure than I have experienced in a long time to tell our readers Dick Wende is again with us. No, not from the trenches, but from Mayo Brothers. He wants all to know he has no intentions of dying now. He was only with us a few days when he *done did* leave to visit in Seattle and Tacoma. While there he conversed with R. A. Nofke and D. J. Davies, formerly electrical foreman and machine shop foreman at the Deer Lodge shops.

J. A. Wright, general foreman, had a soldier boy from Seattle visiting him for about a week. Our smiles would do no good, and Mr. Wright would not bring him up to visit the Store Department. I wonder why? Are you afraid of the girls, Mr. Wright?

H. F. Dell, chief clerk of the Store Department, became a distinguished personage, April 7th. Ask Harry—He knows everything, now that he is a great uncle. On account of this great event, the Mechanical Department as well as the Store Department had a candy treat. Thanks to Harry's little niece, or is it a nephew?

Detectives of the Store Department get busy. We are all anxious to know what happened to the two marshmallows that were given to Lowry April 1st. I bet he gave them to a certain clerk at our freight depot that night, because they were perfectly good and everyone else ate one, but one was all.

Mrs. Farmer, from Avery, visited at J. A. Wright's home, and before returning to Avery she treated M. R. Moody, electrical inspector, J. V. Miller, storekeeper, and Mr. Wright to some candy. As they all like candy, they grabbed for the biggest piece they could see, but alas, they forgot that it was April Fools' Day, and the delicious candy had been soaped. Mr. Wright was too greedy, and on account of the big bite he took he lost a night's sleep. I wonder how Mr. Moody and Mr. Miller felt the next morning.

Such a shock as the Store Department got the other day when Betty said to a distinguished gentleman, "Go to Hell-en find it." He didn't know where Hell-en was because he does not go to church like Betty does. That was the new word she learned at church, Sunday.

Charlie Waymire, upper floorman, had a serious accident recently. His leg wasn't hurt so bad, but oh, whatever happened to his breeches.

Understand our B. & B. Department foreman is planning on going into the chicken business. He has the chicken house. Oh, Jim! where are the chickens?

Mr. and Mrs. R. H. Ripplingale left April 5th for a visit to the coast. We all hope they are enjoying themselves as it was a well-earned vacation. Mr. Ripplingale is foreman of the Store Department.

The superintendent's office certainly deserves some consideration. They have a pipe organ player and an opera singer. The Store Department cannot be over-looked for we have an opera singer also. Ask Mary and find out.

"Dr. Yak," no other than Merrill Gay, and electrician in the shops, underwent an operation Sunday, March 31st, and I glad to report he is getting along splendidly. We hope to see his smiling face with us soon again.

Mr. Millian, operator at Eustis Substation, made a visit to Deer Lodge, April 4th.

Mrs. J. A. Wright, wife of the general foreman, and Miss Betty Steinberger, stock clerk of the Store Department, spent a pleasant day in Butte shopping, Tuesday, April 8th. It must have been pleasant because they landed in Deer Lodge 5 a. m. Wednesday morning, but of course we all blame that on the train.

Thomas Romine, upper floorman, is doing himself up fine in a new suit of clothes and riding around on his Harley-Davidson.

F. B. Walker, of the Electrification Department at Seattle and E. Sears, district master mechanic of Deer Lodge, left March 31st for Washington, D. C., on company business.

Walter Luzzader and Ben White of the electrical force have just returned from an electrical workers' meeting in Moberly, S. D.

Railway Exchange News—Chicago.

B. H. Perlick.

A pleasant surprise we had on the day that J. L. Brown dropped in and said "hello." J. L. B. says he likes it first rate in Seattle. Oh, how we envy him.

We learn that Don Morrison, formerly of the C. & M. Division, who is now with the A. E. F. in France, has recently been promoted to trainmaster "over there." We wish him no end of success.

Ray Farmer had a sign pinned on his coat April 1st, but did not leave it there long enough for everyone to read—like Walter Breinig, who kept his sign "put" the greater part of the afternoon, so everybody could become familiar with it. It was only after Walter had run around the building a bit at the usual mile-a-minute gait that the notice dropped off.

Here's a joke which can best be appreciated by those who were not present. Some one in room 1215 tried to set a mouse trap. Instead of putting cheese (?) in the trap the trap setter made the sad mistake of putting it in K. M. O'Neill's coat pocket, which K. M. did not discover until she tried to put on her coat. It did not take her long to find the lost scent.

H. M. Merrill of W. H. Penfield's office, was seen reading a letter the other day, which fact alone, we admit, is not so very remarkable, (she receives so many of them, you see). As she read her countenance beamed, as they say. It took a lot coaxing, but we finally learned that the letter was from "her Corporal" in France, and, that he was promoted to superintendent of road and construction work, and, that he was ill a few days, but is feeling better now, and, that he intends to go to one of the towns over there on his furlough, and that he thought he would be back in about a year if he had good luck. Outside of that H. M. M. was very reluctant to give us any news.

So long as our bowlers bowl and writers write, we will have a few lines of lines for our magazine. The twelfth floor bowling team of the Railway Exchange Building played a match game with the Express Company employees recently, and won by a handsome margin. Another match game was played with the Union Street team shortly after and our boys were again the victors. The Union Street team had for its bowlers the well-known and celebrated "Big Five," viz. Hettinger, Doyle, Kulpinski, Searles and Harbesol. The last mentioned is still the heavy hitter of the team that he was last season, and had it not been for his excellent control over the sphere the gap between scores would have been much greater. The Exchange Building team consisted of Schroeder, Wick, Stock, Dietz and Perlick.

F. T. Black, chief clerk to Superintendent Morrison at Beloit, and J. W. Sowder, chief clerk, Kansas City Division, recently were visitors.

Elwood J. Hopf, succeeds Leon Burgoyne, as clerk and stenographer, office of Engineer of Track Maintenance. You have our best wishes, Hopf.

Have you seen the office boy in room 1215 lately? He has acquired a pair of long trousers. His name? Why, Elmer Redker!

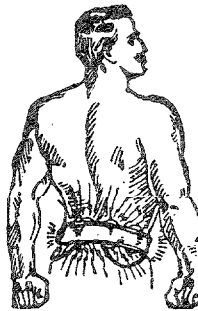
Walter A. Breinig and Art Stock of G. L. Whipple's office, the former one of our rooters, the latter our best bowler, have decided to quit

the railroad business. Walter has gone into the coal business and Art, who was in the coal business, has gone in the construction game. Both have been extremely popular in the building and it will seem odd for a time to see new faces at their desks. Both have our best wishes.

Bennie McAloon, stenographer Employment Bureau, has decided to take a trip on the sea of matrimony. Who is the lucky fellow? Bethe! Best wishes to you both.

A certain young lady in the Advertising Department (someone said it was Miss Bartels) had the force guessing for awhile. She appeared at the office one morning (shortly before her birthday) exceptionally bright and "smiley" and everyone thought that her approaching birthday was the cause. Imagine their surprise when the young lady held out her left hand and say—a better looking sparkler you never saw. The diamond, you see, answered a double purpose: birthday present, and— but fellows, do you get the idea?

MEN, When in Chicago Come and See for Yourselves



The Dr. Lorenz Electro-Body Battery is the greatest invention for debility the world has ever known. No drugs, no medicines, no dieting, no unusual demands of any sort; just cease all dissipation and this invention will do the work. It sends a stream of vital life into your nerves, organs and blood during the time you are asleep. For

the treatment of rheumatism, weak back, nervousness, stomach, liver and kidney disorders, it is incomparable. Dr. Lorenz's Dry Cell Storage Battery is a high-grade battery, requires no charging with vinegar or acids, is 300 per cent easier applied, gives 400 per cent greater service and is sold at a lower price without added cost for fancy boxes.

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News From the S. C. & D. Division.

Esther Sundtaf.

Conductor M. G. Meacham has returned from a trip to Portland.

We were sorry to hear of the death of Engineer Frank Gallagher on March 20th. Mr. Gallagher was an engineer on the S. C. & D. Division for a number of years and will be missed by many friends. The body was taken to Wisconsin for burial.

A very interesting meeting was held for Maintenance forces by General Roadmaster Shea, on March 13th. We hope that many more such meetings may be arranged for.

Mr. McLean, master mechanic's chief clerk, is leaving our service and will accept the position as credit man at T. S. Martin Co. We wish him the best of luck. Clarence Brophy from Dubuque, will be his successor.

Wm. Pashe, from the general manager's office, is our new chief clerk. I think he will like us, but we know we will like him.

E. H. Kle has returned to the service after an extended visit in California.

The concrete gang has moved to the new terminal from Yankton and are putting in the foundation for the steam hammer to be installed in the blacksmith shop. E. L. Sinclair was here a few days ago looking the situation over.

Our genial, Travelling Freight Inspector Roy Larson, has started to spend his evenings playing whist. If you are going to make your evenings too long R. G., don't forget to turn off the porch light.

Word has just been received from Milton de Guibert that he had landed in the good old U. S. A., after a year and one half service with the Rainbow Division. Milton was demurrage clerk, at the Sioux City freight house.

Machinist F. E. Brown was off duty for several days doctoring a carbuncle on his neck. In the meantime, he visited his mother in Kansas. That's one way to get a vacation.

Sam James, the first trick operator at Steuben St., lost his balance and fell off a long and hazardous resolve the other day and changed his whole facial expression by getting shaved. Sam says one of the reasons for evading the tonsorial artist so long was because when he had the time he was minus the price and when he accumulated the price he hadn't the time. After long waiting, a kind fate, aided by the caustic comments of his associates, provided a combination of price and time, and it made some difference. Try it again, Sam.

It is also said that since the general yardmaster entered the ranks of the hoary headed sages, known as "Grand Pas," the scope of his vision seems to have broadened and he takes notice of the little folks he meets in baby baskets and seems interested in the play things that amuse them.

Geo. Fagerman has moved to Yankton where he has accepted the position of roundhouse foreman.

A baseball team has been organized among the various crafts at the roundhouse and will meet all comers, barring none.

J. C. Newell, former assistant warehouseman at Sioux City, is permanently disabled by apoplexy and is not expected to return to the service.

Judge Kennedy, our efficient and affable interchange clerk, appears at his desk every morning with his face washed and clothes nicely brushed. Occasionally he may be detected eyeing himself in a mirror and otherwise paying attention to his personal appearance. The explanation for all this lies in the fact that Mr. Kennedy has been elected to represent the Brotherhood of Railroad Clerks at their convention to be held in Cincinnati and he is not going to cast any reflection on his constituents in the matter of appearance. No, he is undecided yet as to whether Mrs. Kennedy will accompany him.

J. J. Prentice, chemist from Milwaukee, was on the division a few days ago.

Board of Train Rules Examiners, Messrs. McNary, Moore and Oxley, held a very interesting meeting at Sioux City, March 12th, for the purpose of discussing train rules and practices.

Conductor E. A. Murphy was recently haled into court. Murder will out.

H. R. McPherson is back from the army and is working second trick at Vermillion.

R. G. Larson, traveling freight inspector has subscribed for the ladies Home Journal, but he has a dandy reason.

It is reported during the latter part of February and the first part of March, Dispatcher C. L. Jacobs made very little use of the telephone and lost several friends during this time.

Conductor H. D. Sherman is wearing a broad smile. He says the stork left a 5 pound brakeman at his home recently. It is reported the only treat so far was the smile.

Brakeman J. F. Kenkle reports the arrival of a baby girl at his home. Same treat from him.

Conductor C. A. Milligan has returned home from a three months' trip on the coast.

Mr. Lapham, second trick operator at Elk Point, was recently married. Congratulations.

F. L. Howard, our genial, loquacious and ever busy yard clerk, is on duty all the time. He compares his position with a continuous vaudeville with interchangeable acts that are never quite finished. He is gifted with considerable inventive genius and is now working on a problem to enable him to stay home all the time and still draw his salary. He says if he succeeds he will have solved a great mystery. Mrs. Howard as yet does not agree with him.

Brakeman Geo. Robinson has returned from a trip to Wisconsin.

On March 14th Lieutenant Vollmer of Ft. Omaha, Nebr., with five army officers with army balloons made landing 7½ miles east of Geddes, account of bad weather. Had traveled 350 miles in 5 hours, 33 minutes. No. 398 stopped and picked up their equipment which weighed about 1,000 pounds.

I saw Fireman Ed Mills walking down the street the other day carrying a bunch of lilies. Wonder what happened.

Col. Robert Watson of Chicago, is assisting in the claim business and has succeeded T. Orville Withers as adjuster, on the S. C. & D. Division. Mr. Withers has returned to the Iowa Division.

The joint telegraph office at Sioux City has been discontinued and our operators are now working at Steuben Street Yard.

Chas. Phillips, warehouse checker, who has been in the service eight years, is permanently disabled by cancer and will not return to the service.

Geo. Apted, baggageman at Sioux City, has been seriously ill. At this time he is some better, and we hope he will soon be around again.

F. C. Mason, formerly chief clerk in superintendent's office, has left for a much needed rest, and is planning on some trip.

In March 1912, when Night Chief Dispatcher Elder was working as operator at Perry, the following messages were received from a foreigner who was a section foreman at Weston, regarding the high water.

Weston, March 27th, 1912.

GHH.

Perry:—

The water not higher 1½ inch and now are 1 inch went down and no do damage to track yet.

M. LUCKERINGO.

Weston, March 27th, 1912.

GHH.

Perry:—

The not rain not to damage the track any for so long the rain not much.

M. LUCKERINGO.

"Hello folks!"—wonder if you wouldn't like to hear a little news from the Sioux Falls end of the S. C. & D.

Agent W. D. Griffith's wife is home again after a serious operation. We are all very glad to hear that she is improving and see our agent smile once more.

Switchman Anderson and wife, are the proud parents of a brand new son. See Ole's smile.

Our expense clerk, Miss Maggi, was home for several days with an infection in her left hand.

Cashier Olson's wife spent a couple of weeks visiting relatives at Sioux City. We thought he looked rather lonesome.

Hope our rate clerk stays with us a while longer, even if she does have a new sparkler. Lucky man.

Our red-haired stenographer was absent a couple of days attending a relative's wedding.

Agent Dummiller of Sioux City paid a visit to Miss Dummiller, our car clerk, and mother, a few days last month.

Oh, what joy and happiness when 1146 works again.

Why is it Switchman Fox frequents our office lately?



Mr. C. E. Brooks, Inventor of the Appliance. Mr. Brooks cured himself of rupture over 30 years ago and patented the Appliance from his personal experience.

Do You Wear a Truss ?

The Brooks Appliance is **SENT ON TRIAL** to prove that it holds the rupture back, and keeps it in place, prevents it coming down or slipping out and assists nature to heal up the rupture without pain, operation or loss of time.

Over 685,000 People Have Accepted this Offer, Why Not You ?

If you take advantage of this remarkable trial offer, within an hour after you receive the Brooks Appliance you will throw away your painful makeshift truss forever.

Doesn't that prove that the Brooks Appliance is not an experiment but a positive success—that it does all we claim for it? Among these 685,000 men, women and children there must be **hundreds whose condition was identical with yours**. Can you afford not to investigate and satisfy yourself when it costs you nothing to prove what the Brooks Appliance will do for you.

Our reputation is so thoroughly established and our prices so reasonable, our terms so fair, that you should not hesitate to send the free coupon today.

**The Brooks Appliance Co.,
115A State St., Marshall, Mich.**

Without cost or obligation on my part please send me by mail, in plain wrapper, your illustrated book and full information about your Appliance for Rupture, and your Trial Offer.

Name.....

Address.....

City..... State.....

C. & M. Division Items.*B. J. Nimen.*

Milwaukee, Wis., the new address of the C. & M. Division.

On March 18th, the C. & M. Division Safety First meeting was held with a 100 per cent attendance.

Corp. J. H. Costello, is now at Camp Grant, waiting to be mustered out of service. While he was in France, his mother received a letter of commendation from the commanding officer of the 306th Battalion, commending former Conductor Costello on his unquestionable character and perfect conduct while in the service.

Conductor D. J. Burlingame and wife, spent several days in Janesville. He advised that he would call on the C. & M. Division at its new office often, as the stairway wasn't so high and he "can't climb those high stairs often."

LaVergne Graves returned to the U. S. A. on March 17th, and is now at home.

Our traveler has returned. Chester Holden, who has traveled about 10,000 miles in six months, both in this country and overseas, is now back at work.

C. E. Kinsella, brother of our soldiers, has returned.

On March 14th, Conductor W. J. Bonner discovered a broken arch on C. N. R. car No. 62926, at Rondout, and has been commended for his diligence and interest in his work.

Conductor Chick Flanigan, at present braking on the C. & M. way freight, has had his auto overhauled and says that it will now carry its old tonnage again, but fourteen is the limit, including the driver. Go to it, Chick, the Blue Mound Road is wide and long.

Engineer Jack Gillispie is thinking very seriously of going into the animal trapping game. I understand he is some trapper having caught a skunk at Melody recently, but to date Jack has not told anyone what he did with the hide. Did you hide the hide?

Conductor H. J. Calligan is still in France with the 21st Engineers and has had his first furlough since entering the service. He spent fourteen days with an aunt of Mrs. J. M. Calligan at Brest, and had a fine time while there. At the present time he cannot say as to how soon he will return but hopes it will be in the near future, as he has had his share of France and the war. He has taken part in every big drive and we all know what the 21st Engineers have done. He has how ever, lost confidence in the French people, as some one kindly relieved him of 580 Francs or \$120.00 in good old American dollars, all his earnings, so we don't wonder he wants to get back to the U. S. A., where he can make a touch on his big brother, J. M. Calligan.

The C. & M. Division office force has moved to Milwaukee, Wis., where the C. & M. and Northern Divisions will be consolidated.

On arrival at Milwaukee, Abe Hirsch was appointed agent for the C. & M. Division, and immediately started on a search for rooms. It takes a man like Abe to do things. He located rooms for all the men. E. E. and J. C. were placed, but Erickson had to have Abe show him the way home each night. R. W. and Oscar were located together, but Wood said the bed wasn't long enough for Oscar. Phlaeger has located a birds nest of his own, at least that is what he calls his roost. G. T. Carroll and C. E. Larson now have their families with them so they have deserted the rest of the crowd. Babcock lived at the Plankinton. J. Swartz lives in a place he describes as a palace.

F. E. Devlin and B. C. Dougherty are the two fortunates. At the present time it is not the intention to move them to Milwaukee. Roadmaster Mau is now located at Libertyville, Ill.

Miss M. Geraghty was kind enough to help the girls in the superintendent's and dispatcher's office get located. Misses Graves, Carroll and Maloney, are living at St. Catherine's and Miss Abrahams is at the Y. W. C. A., and they are all trying to forget city life and live up to the rules of the Homes, but it is quite a change for city girls to go to a small town like Milwaukee.

It is reported that one of the girls got so homesick that she sent for mother. Evidently only one girl acknowledged that she was homesick.

Fred Wennolz, road and material clerk of the C. & M. Division, has given up his position and returned to Dundee.

Johnny Kaveney the office boy, did not come to Milwaukee. He is now lacted in W. W. Scanlon's office. We miss your "clickety click," Johnny, also that old whistle.

Abe reports that even with the moving he will have the time ready "on time." J. Swartz, enginemen's timekeeper, always has his time ready.

What! ! ! 11:30 already? Well, when do we eat? Oh, right away.

Engineer Dave Gilbert was badly scalded by steam from the blowoff cock striking him in the face while walking around his engine. He was taken to the hospital in Chicago and for a time there was great danger that he might lose one of his eyes, but fortunately this was not the case. Dave is getting along first rate. This accident happened several weeks ago.

Amiel Dreese and Frank Colby, members of Edington's bridge gang, were thrown from their motor car at Grays Lake on March 29th. A jack fell from the car derailing it. Amiel was quite badly injured; he received a three-inch gash on his head, broke his shoulder bone and was generally bruised. He was taken to Chicago to the Washington Blvd. Hospital. Frank Colby had two ribs fractured and was taken to his home at Grays Lake. Both of the boys are getting along fine, but it will be some time before they will be on the job again.

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

The March issue just arrived under the new name, so as changing names seems to be the regular routine for spring, we will from now on hear our item "La Crosse Division Facts." The April issue with its new name, its facts concerning the return of our "13th" boys and the largest amount of advertising we have ever seen in any one issue, we must say looks good to all interested in the magazine and that is every employee on the Milwaukee. Those who live near our advertisers should show their appreciation of the business they give towards making our magazine self supporting.

We see our old friend, H. J. Beamish, has his name in the last issue but not in the place where the correspondent's name appears. What's the matter? The rest of us are going to stick and after the war days have passed away we will sure have a "Get-together of all correspondents," and we hope to see all the faces we met in Chicago, in 1916.

Passenger Conductor M. H. Shackley and wife, spent a couple of weeks on their farm in Arkansas. Ed Williams was on Milo's run during his vacation.

Engineer Bohage of Portage has had his entire family under the doctor's care the last month and we are sorry to report that one of the children was called by death. The family have the sympathy of all employees.

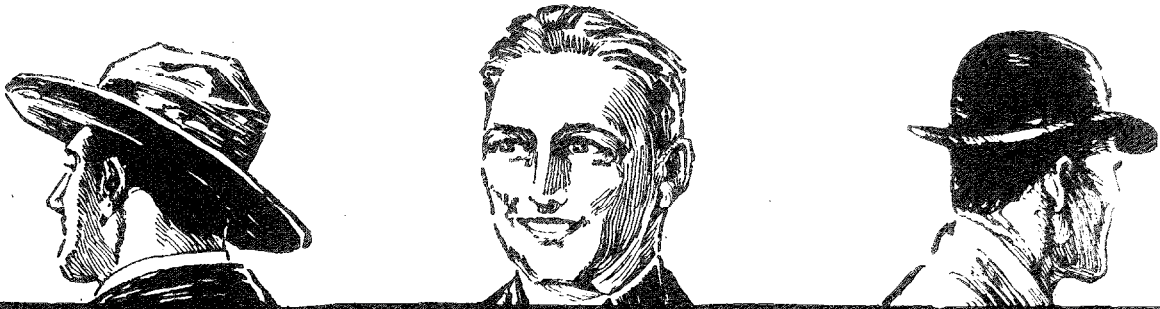
Engineer C. Winn of Portage was called upon to bury his aged mother the latter part of March. This is the sixth near relative Mr. Winn has been called upon to lay away in just thirteen months. The bereaved ones have our sympathy.

The "Get Together Club" of La Crosse had another rousing meeting the last Tuesday in March. Besides the division officials present, we had the pleasure of hearing from some of those higher up and are promised the presence of still more of the high officials at the April meeting. Agent Boltin of Portage and Agent Webb of Watertown, were also there and we predict some good information will be given to their respective clubs, all because they visited the clubs meeting. We hope other visitors from along the division will come and get the "Spirit of Co-operation" that is fast growing in the La Crosse Terminals.

Special Officer J. W. Garrett of La Crosse visited Excelsior Springs this month in search of the fountain of "Youth," that the noted Frenchman came to America so many years ago to find. Judging from his appearance since returning, we think Mr. Garrett found the spring or else the rest did him a world of good.

Mrs. W. G. Bowen and daughter, family of Chief Dispatcher Bowen, visited at Tulsa, Okla. W. G. met them at Milwaukee on their way home.

Frank Larmouth, formerly agent, at Rio, has made a move and is now operator at the beautiful city of Kilbourn. Frank will now work an



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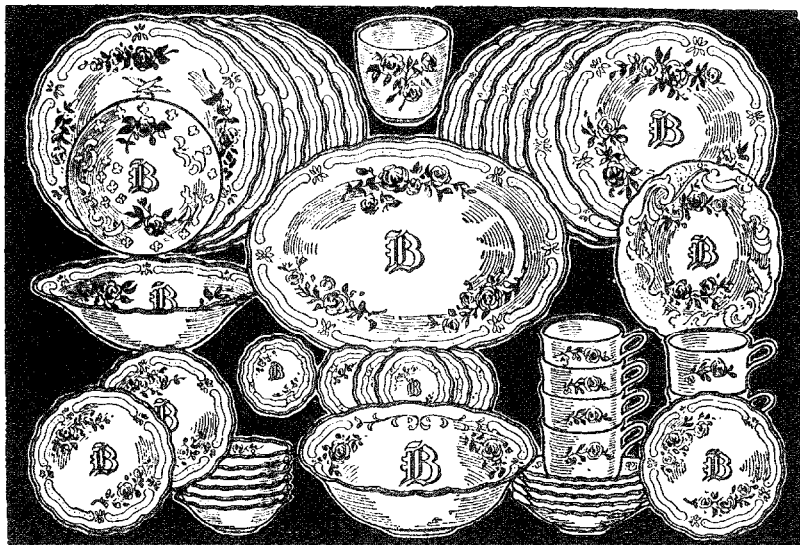
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eight hour shift and will be where he can fish the rest of the time. All right, Frank, but don't fall in the drink.

E. L. Johnson has been appointed first trick operator at Muskegon Yard.

Operator I. E. Hatch has taken a three months vacation and J. P. Rieber is working his trick on the second, at Madery.

Two new tricks have been put on on the Watertown Madison line. Both are second trick jobs, and G. H. Jaeger has the one at Waterloo, while I. Sherman has the one at Marshall.

Operator M. Donnelly has returned to his position at first trick man at Sparata, after several days' illness.

Operator J. P. Hayes of Portage, who for years held a position with the Western Union has joined the "Great Milwaukee Family" and is now working third trick at Madary. Hello, John, old scout, glad to meet you and want you to meet our friends, the employees of the Milwaukee. Now you are acquainted, so just work together in the spirit of co-operation and we will all be benefited by our acquaintance.

Now, Perlick, cut out that wind shield stuff, for Dispatcher Sam Hunter tells us that the first time that he heard that he nearly kicked the ends out of his sleeping crib. That was a long time ago.

Brother Mayville of the Prairie du Chien Division tells us that he is going to raise a flock of chix that won't bother his Liberty garden. Wonder where he found that variety. Sure not at Chadburn Hall. Put us hep, Mayville.

Night Roundhouse Foreman F. Sheean of Portage, has been on the sick list a couple of weeks, but is improving.

P. S. Boyle has been appointed as chief carpenter of the La Crosse Division, with headquarters at Portage. He takes the place formerly occupied by our friend, W. J. O'Brien, who has been assigned to other duties. While all hate to see "Billie" leave Portage, we realize that the move is a promotion and who could do other wise than to wish him the best of success in his new position and we all feel that the job will receive the best that there is in the new incumbent.

We hear rumors that there are to be other changes made among officials, but as nothing official has been given out as yet, we will have to leave that subject for another month.

Side Wire Operator Mansky tried to give us some, what he called important notes about the summer months ahead, but the girls in the office reminded us that this month's items are to be headed "Facts," so not to get in too big a hurry about reporting rumors. So if some of the girls are going to leave our midst we will have to wait until they inform us themselves that So and So are about to become So and So, So, So.

Well, Reuland of Aberdeen, we agree with you and what the Aberdeen Division can do others can do. And just figure how many thousands that would mean on the system.

An extra gang has been put on at La Crosse and are busy raising the entire yard and putting it in the very best of condition. Like most other yards this one has been neglected while our boys were away and now that the reconstruction days are dawning on us we are glad to see our railroad tracks put back into better shape.

Passenger Conductor I. B. Miller, who has been displaced on the exclusive mail, No. 57 and 58, has taken a job on Nos. 55 and 18. It is the first ticket run Brad has been on for several years, but the older men wanted the "Get on get off" run, so I. B. jumped back into the uniform again.

News of the Prairie du Chien Division. (Misc.)

Edward Kelley, pioneer engineer of the Milwaukee road, died at his home in Milwaukee.

Mrs. J. C. Chrystal, wife of Conductor J. C. Chrystal, died recently.

The employees of the Prairie du Chien Division wish to express to Mrs. Kelly, and also to Mr. Chrystal, in their recent bereavements, their most sincere sympathy.

Conductor Edw. Wheeler is still in the Milwaukee Hospital.

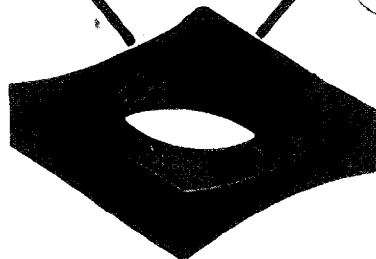
We are very pleased to see Roadmaster John Murphy about again. J. M. looks good and we

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hope that he will soon be able to resume his occupation.

Tom Dempsey is again on the job after a very serious illness.

Chas. Lapham was a recent visitor at Waukesha.

F. Riedelback, second trick operator, at Waukesha, has accepted a position with the C. & N. W., at Watertown.

Carl L. Davey has taken second trick at Waukesha.

Cashier Mix, whose son is with the 110th Field Signal Battalion, 35th Division, France, received a letter stating that the Magazine is very much enjoyed by the boys over there. Mix, Jr., expects to leave for home the latter part of April.

Richard Barrey, on Nos. 22 and 5, has gone to Hot Springs for a little vacation, well, Rich., we hope the boiling will do you good.

We just learned that Mrs. Cooper, wife of Conductor Cooper, Madison, Wis., died recently. Brother Cooper accept our most sincere sympathy.

Come on, Boys, get busy! and send what you have. Let's make this column interesting. Send your new items to the Waukesha cashier.

Conductor Ed Deards is back on the east end way freight, after three months on the Waukesha branch. Conductor H. Hoffman is now working on that run, we are very glad to see you back, Ed.

Conductor H. A. LaRoy is back on the job after putting in five weeks' with his family, touring the Southland, more power to him.

Conductor Thos. Kelly, of the milk train, is sick with a bad cold at his home in Madison. Thos. Callahan, conductor, is filling his place, and Conductor J. Chrystal is on the Waukesha Scoot.

H. F. Durbin, conductor, is back at his home in Milwaukee, after a four months' trip through the south. Hurry up, Hank, and get back on the job.

Lester Litnay is working second trick at North Prairie.

Perhaps when some of you fellows see how popular the conductors are in this little bunch of items you will wake up and send me some news about the rest of the boys.

Boost the Fifth Liberty Loan by buying a Bond!

F. S. Rodger, assistant superintendent of motive power, Minneapolis, and wife, were visiting Mr. and Mrs. T. H. Taylor, Waukesha.

Prairie du Chien Notes.

H. R. Mayrille.

C. A. Ray, conductor on the West End, is laying off on account of sickness. Conductor Morris Carroll is taking his place.

Clyde E. Kenney, formerly chief clerk and stenographer for General Superintendent C. O. Bradshaw, is now chief clerk to J. A. MacDonald, superintendent of the P. D. C. Division.

Chas. Payne, who was taking Mr. Kloetzner's place temporarily, has again resumed his duties as division accountant.

Outside of the office force in the general office making weekly trips to Milwaukee to spend the week-end there seems to have not been very much

doing. However, we look for more news items from them in the future. We can expect to see our Division well represented in the Magazine each month only when all concerned take some active part and give the correspondent something, no matter how small, for copy.

Trainmaster R. E. Sizer has been on the road almost continually the past few weeks looking after the interests of the Company. His office has been in charge of his most popular stenographer, Miss Gladys Swenson. We are glad to report in this issue that Miss Swenson was again in our midst after having been confined only a short period with the "flu."

Prairie du Chien and Mineral Point ice houses were filled during the last month, most of the supply coming from the Superior Division, the warm season having made it impossible to get sufficient quantity and quality from local sources.

A note that came too late for last month from the chief dispatcher's office says that the passenger train service on the Prairie du Chien Division for the month of February topped the list of the Middle District with a 97 per cent efficiency performance. Mineral Point Division made a close second with 95 per cent performance. This was made possible by a close co-operation of all concerned and is very gratifying to the division officials.

Division accounting is now fully installed at Madison covering Prairie du Chien and Mineral Point Divisions.

H. W. Doyle, from North McGreggor, has accepted the position of maintenance clerk in the general office, replacing J. W. Langford who has resigned on account of poor health.

Latest word from our friend, Otto Kloetzner, says that he is at Sherman, Texas, soon to leave for California. Says his health is improving rapidly. Hope to see him in our midst again soon.

A meeting of division accountants was held at Madison April 4th. It was conducted by C. V. Hammer, traveling accountant, who gave a very interesting talk covering changes in the system of accounting. Those from out of town who were present were: L. Knoell, North Division, Milwaukee; Henry Weiss, L. & D. Division, Mason City, Ia.; Matt Zinsitz, LaCrosse Division, Portage.

On March 17th occurred the death of Mrs. Leo Cooper, wife of Brakeman Cooper, at the Madison General Hospital. She leaves, besides a host of relatives to mourn her departure, three small children and husband. Mrs. Cooper was a good wife and mother and will be greatly missed by her family. Employees of the P. D. C. Division extend to the bereaved family their most heartfelt sympathy.

We are not in the habit of handing out bouquets, but the martyr-like expression of a married man when telling how he enjoys Sunday dinner out, is deserving of praise.

Miss Elsie Luedtke has accepted the position of clerk to the roadmaster and chief carpenter.

Mrs. Henry Dersch and Mrs. J. C. Prien shopped at Milwaukee Monday.

We noticed a yard switchman standing ankle deep in mud, but his face was wreathed in smiles—he had just heard of the increase grayed train and engine men.

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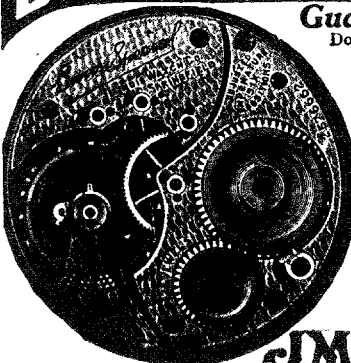
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Wm. J. Owens, of Wausau, has accepted the night foremanship at Janesville roundhouse.

Most anyone of the occupants of the master mechanic's office can tell you how happy sardines are in their little cans.

A delegation of machinists from Janesville roundhouse journeyed to Madison Monday to compete in a bowling match with the machinists from Madison roundhouse. At this writing we haven't heard the score, but our money is on Madison.

James D. McShane returned last week from Roseburg, Oregon, after a prolonged visit. He is undecided whether he will stay at Madison or again answer the call of the West.

A. J. Edmonds, former roundhouse forman, visited at Madison yesterday.

Mr. Rohow, Government inspector of engines, spent Saturday and Monday at Madison. He found everything in good shape.

The roadmaster and chief carpenter are temporarily quartered in the master mechanic's office. A coach is to be made into an office for these officers in the near future.

A mechanical coaling station is being planned for Madison. One is certainly needed here.

Iowa (East) and Calmar Line.

J. T. Raymond.

Conductor W. Pulley on the Maquoketa-Davenport line laid off a while, Conductor I. Morgan relieving.

Agent W. E. Owens of Long Grove was off duty several days.

Funeral services of Mrs. Emma E. Pike, wife of Conductor Frank E. Pike, were held at Maquoketa, April 5th. Mrs. Pike was born at Rockford, Ill., and was a member of the Order of Eastern Star. Mr. and Mrs. Pike have been residing at Cedar Rapids all winter.

Mrs. Pike has been ill for some time, submitting to an operation several months ago. She formerly resided at Marion and has a wide circle of friends here. They have a son, Fred, who lives in New York City. We extend deepest sympathy on behalf of the employees of the division.

Corp. J. S. Elsner, formerly agent at Hale, left Tours, France, March 10th, for Park Royal, London, England, and from there goes to Russia with Company 167, Section B, Transportation Corps, North Russian Expeditionary Forces. Joe sends his regards to all the boys.

Mrs. Willis Jordan has returned to Marion after an absence of several months assisting in the care of her mother, at Olin.

Baggageman Fred Newlin on the Cedar Rapids-Calmar train, had one ankle broken and the other badly sprained when his car was derailed near Strawberry Point and he jumped from the car. He has been confined to his home for several weeks and is recovering slowly from his injuries.

Federal Manager H. E. Byram, accompanied by General Manager J. T. Gillick, Engineer Track Maintenance W. H. Penfield, General Supt. W. M. Weidenhamer, and Superintendent C. H. Marshall, left Davenport on a special at 5:10 a. m., April 3rd for Monticello, their cars being attached to No. 22, at that point, going to Calmar.

Conductor W. L. Hyde has recovered sufficiently to resume work on the Clinton-Freeport run. Conductor Thos. Freeman resuming work on Nos. 29 and 30.

General Roadmaster Phil Shea presided over a conference of roadmasters and section foremen from the Iowa Division and Calmar Line, March 21st. A very profitable session was had and increased efficiency is being shown as a result of the meeting.

M. Parkinson of Dubuque was in Marion, March 30th, on company business.

Conductor Frank E. Johnson is on deck again. Frank is greatly improved in health and expects to improve right along.

Trainmaster L. A. Turner spent several days in Chicago in connection with employee roster revision.

Fireman Nick Harry is at work again after a siege of illness.

Brakeman F. B. Rowe on with Extra East Joe Pulley, March 30th, while setting out cars at Marion, fell from side of car near the top, caused by grab iron breaking. His back was quite badly injured and he was taken to Dr. Skinner for treatment, and then went to his sister's home at Savanna. Doctor thought he would be all right in about ten days.



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Dispatcher Willis Jordan was called to Olin on account of the death of Mrs. Jordan's mother, Mrs. Scott, who passed away April 5th, after a long illness. The funeral was held at Olin April 7th, a number of Marion friends attending. Mr. and Mrs. Jordan have the deepest sympathy of us all in their bereavement.

G. L. Ireland appointed agent at Delhi. L. E. Brown second trick operator at Anamosa, and F. J. Schechet, operator at Lyons.

Supt. A. C. Bowen of Lewistown, Montana, visited relatives in Marion the latter part of March. He was enroute, Chicago to Montana.

Agent Thomas Lynch of Delaware, was away on a two weeks' vacation. Operator L. H. Young, relieving.

Official notice was received by the locomotive department that Arlyn C. Van Bibber was killed in action in France, October 8th. Mr. Van Bibber was a fireman on the Eastern Division for three or four years prior to the war and the news of his death is received with great regret.

Born to Dispatcher and Mrs. L. S. Dove in March a girl. We extend congratulations.

A. J. Earling accompanied Federal Manager Byram, on a special over the branch lines, recently.

P. J. Cleveland of the superintendent's office, Walter Applegate and W. K. Lothian of the division master mechanic's office, made a brief business visit to Milwaukee.

Conductor C. H. Wescott was taken seriously ill suddenly, in Chicago and was taken to a hospital for treatment. Conductor Roberts came out on his run from Chicago.

E. R. Webster, assistant engineer at Marion, has been succeeded by E. L. Sinclair. Mr. Webster has gone to Chicago. He has made many friends in Marion who greatly regret his departure.

Rainbow Lodge No. 692, Brotherhood of Railway Clerks, went to Perry Sunday, April 13th, to initiate a large class of candidates. Acting Vice-President V. M. Reichert by some mistake unloaded at Woodward and it was learned later that he arrived at Perry via the Interurban (Camp Dodge to Perry) where he accompanied a theatrical troupe.

A. L. Knodle passed away at Marion April 14th, after a long illness.

Mr. Knodle entered the service of this company March, 1882, as brakeman and was for a number of years previous to his sickness train baggage-man on Davenport-Maquoketa run. He was always loyal to duty and a very genial man. His death is regretted by many friends.

The Employees Magazine extends deepest sympathy to the bereaved family.

Valuation Department.

Like the old cat we always come back--and with news both good and "not so good" (good).

Howard W. Player (one of our heroes) who was overseas and in active service, is quoting many a good line about his experiences "Over There," and we sure do appreciate having him with us, as well as Thomas P. Mitchell who spent some time at Camp Hancock, Ga., as boxing instructor. A word to the wise--he still looks to be "in trim"--so be-ware! be-ware!

Harry G. Miller, of Cedar Rapids, Ia., another returned soldier from France, is succeeding Elmer Hiscox who left the mechanical valuation office to accept a position as electrician foreman at Western Ave. We all wish him luck, along with Peg Wallace who decided the railroad company could run without him, even though they miss him very much.

C. E. Combs has been a member of our respective office force for some weeks, and while he is a Chicago man, he seems to be quite Milwaukee (sad).

Mique Lyons has been on the sick list for the past few days, but reports are that he will be with us soon again.

Let us forget, Harold Joseph Carney, who is still in France and a very lonesome soldier now and then--just a line or two always helps, even though there are a lot of pretty French girls to entertain him.

Jim Lindsay is now at Bayamo, Cuba, and Charles Pfannerstill at Santiago, D. R., but both boys are hoping to see familiar scenes in the very near future.

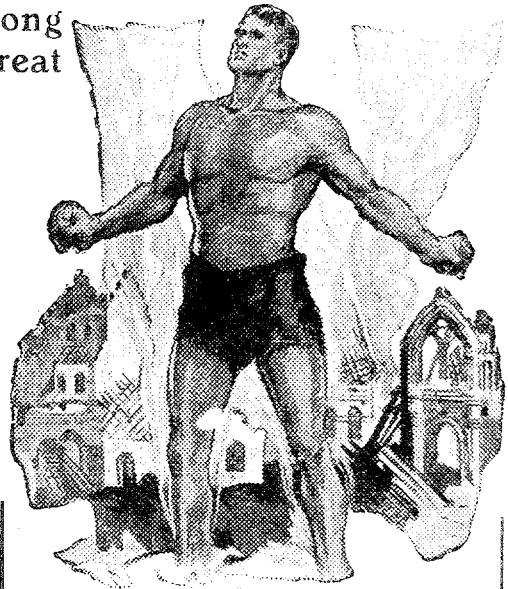
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Physician Explains Secret of Strong Nerves, Keen Active Brains and Great Physical Energy—Says

Nuxated Iron Helps Put Strength and Energy Into The Veins of Men

It is the men of blood and iron—on a par with the war-hardened fellows returning from camp and field—who will forge ahead in the business and political life of the country today. Living in the open, eating coarse foods and leading regular lives have made blood rich in iron for these strong, healthy, vigorous specimens of manhood. But no such opportunity for building up their health is open to thousands of men and women in civil life whose wearing tasks and iron-impooverished food sap their energy and make them weak, anaemic and run-down and often cause their blood to literally starve for want of iron.

In commenting upon the probability of building up a stronger race of people by increasing the supply of iron in their blood, Dr. George H. Baker, formerly physician and Surgeon, Monmouth Memorial Hospital of New Jersey, says: "Iron is absolutely necessary to change food into living tissue, muscle and brain. Without iron there can be no strong, red-blooded men or healthy, rosy-cheeked women, and unless this strength-giving iron is obtained from the food we eat it must be supplied in some form that is easily absorbed and assimilated. Refined foods and modern methods of cooking have robbed us of much of the iron which Nature intended we should receive. For supplying this deficiency and increasing



Will War Help Make New Race of Super-Men With Strength and Endurance Like Athletes of Old?

the red blood corpuscles, I know of nothing more effective than organic iron—Nuxated Iron."

If you are not strong or well you owe it to yourself to make the following test: See how long you can work or how far you can walk without becoming tired. Next take two five-grain tablets of ordinary Nuxated Iron three times per day after meals for two weeks. Then test your strength again and see how much you have gained.

MANUFACTURERS' NOTE: Nuxated iron, which is prescribed and recommended above, is not a secret remedy but one which is well known to druggists everywhere. Unlike the other 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.

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