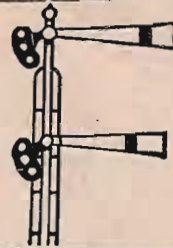
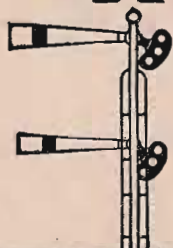


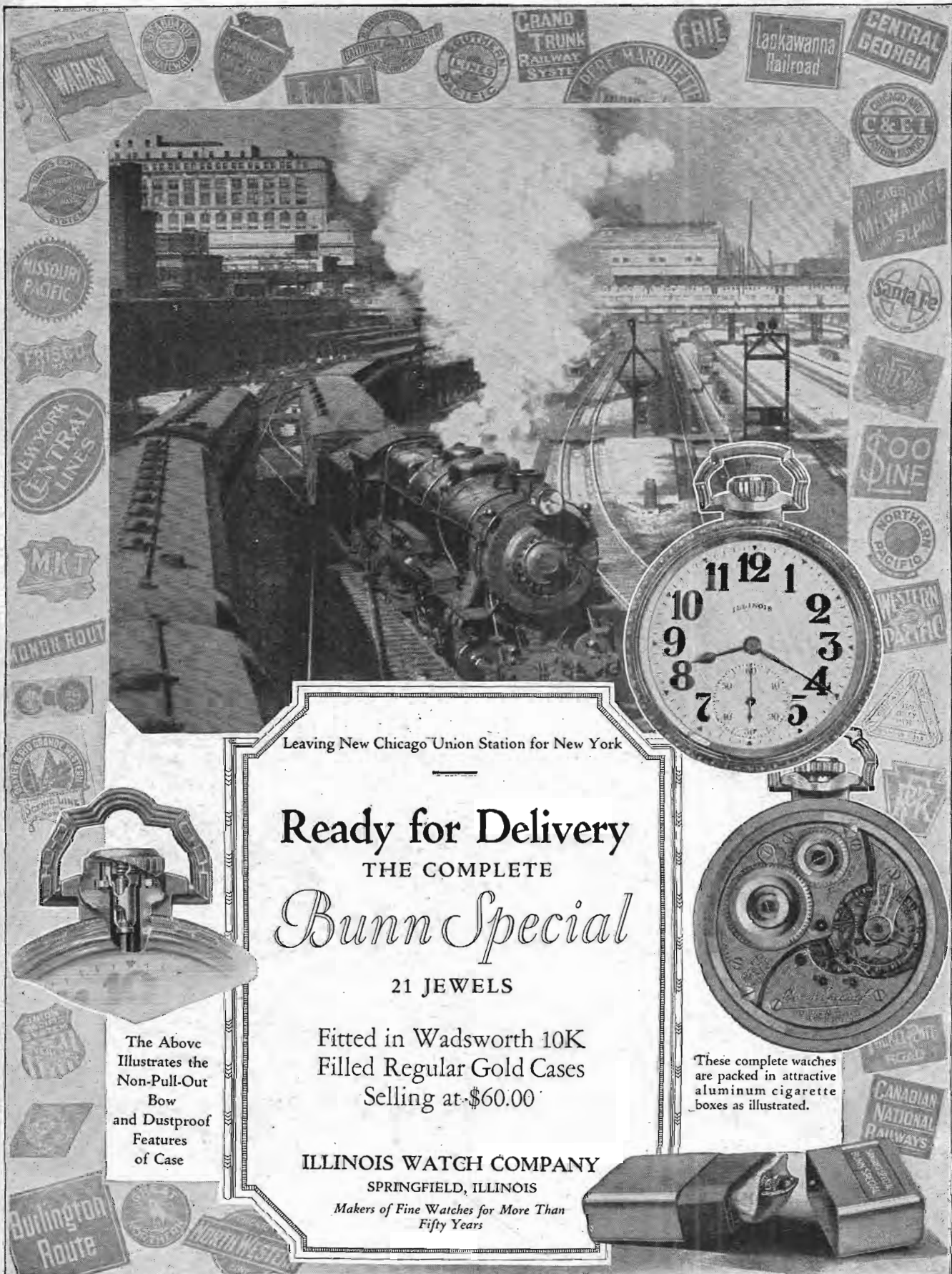
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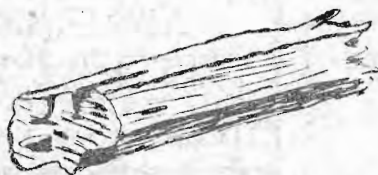
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## The Twin Cities, St. Paul and Minneapolis

By A. D. Emery, Asst. Dist. Engineer

Preliminary to the subject in hand, as above, I wish to say something about the environments of the two cities in the early stages of civilization.

This territory was originally the habitat of several Indian tribes, principal among them being the Dakotahs, later called the Sioux, who had established their villages in the vicinity of the confluence of the Mississippi and Minnesota Rivers, and along the various lakes to the west.

The Dakotahs claimed superiority over all the other tribes not only because of their superiority in numbers, but because they had always been taught that their habitat "was immediately over the center of the earth and immediately under the center of the heavens."

This entire territory was claimed by France by right of discovery. It is recorded that, so far as is known, Louis Hennepin, a French missionary and explorer, was the first white man to look upon the Falls of St. Anthony. Father Hennepin with two companions had, early in 1680, been captured by the Indians and taken prisoner to Mille Lac but were given their liberty and adopted by the tribe. In July 1680 they were permitted to accompany the Indians on their annual buffalo hunt and were given the use of a canoe for a voyage down the river. It was upon this voyage that Father Hennepin first saw the falls and gave them the name of St. Anthony. In his report to the French authorities he gave a very glowing description of the falls and of the scenic beauty in the vicinity.

Shortly after the discovery of the falls by Father Hennepin, the French sent out several expeditions to establish trading posts and forts at various points of vantage along the Mississippi and Minnesota Rivers, and these people, through the influence of Father Hennepin established friendly and harmonious relations with the Indians for many years.

During the next century, however, the English traders had penetrated into this territory and established trading posts in opposition to the French posts, and being much stronger in number finally forced the French traders to abandon their posts.

The French, being unable to hold the territory, ceded that portion lying east of the Mississippi River to the United States in 1783, and that portion west of the river in 1800.

The British interlopers ruled by force of arms rather than by moral suasion and incited the various Indian tribes to

war against each other and even created a bitter antagonism amongst the different bands of Indians of the same tribe.

The authorities at Washington finally found it necessary to curb the lawlessness of the British and to conciliate the Indians, and in 1805 Lieutenant Pike, with a small command, was sent out to take possession of the territory. He tore down the British flag wherever he found it displayed, conciliated the Indians and ultimately won their respect and admiration, with the result that the United States acquired from the Dakotahs, the first tract of land ever ceded by any Indian tribe.

A few years later another expedition headed by Major Stephen H. Long was sent up the Mississippi River to select sites for forts to protect American traders and to preserve order amongst the Indians.

In July 1817 Major Long selected the commanding ground between the Mississippi and Minnesota Rivers as the site for a fort and in his report recommended that a post of considerable magnitude be built there.

Colonel Leavenworth was sent out with several hundred troops to construct the fort and upon his arrival at the site in August 1819, his first task was to erect a number of log huts for a winter shelter for his men.

In 1820 Colonel Leavenworth was succeeded by Col. Josiah Snelling who proceeded at once to build a permanent post.

A saw mill was erected at the westerly end of St. Anthony Falls to provide lumber for use at the fort.

This mill was the first building of any kind to be erected within the present limits of Minneapolis. A dwelling was built near the mill to accommodate the miller. This was occupied by the officer in charge. In 1823 a room was partitioned off from the saw mill and buhr mill stones installed for a grist mill.

The fort was known as St. Anthony until 1824 when it was, by order of General Winfield Scott, changed to Fort Snelling in honor of Colonel Snelling who had charge of the construction of the defenses.

The original block house constructed on the extreme face of the high bluff and the round tower some three or four hundred feet further inland, are still intact, except that the two high stone walls which formed a runway between the two buildings have, in more recent years, been removed.

Under the protection of the fort a

settlement was started in the lower valley which a few years later was incorporated as the Village of Mendota.

The main buildings in this settlement were constructed of stone and planned for defense against the Indians.

The oldest house, owned and occupied at that time by General H. H. Sibley, who afterwards became the first governor of the State of Minnesota, when it was admitted into the union in 1858, has been taken over and rehabilitated by the State Historical Society.

Generally the few white settlers kept pretty close under the protection of the guns at the fort but at the same time they were religiously cultivating the friendship of the Indians and in 1834 Rev. S. W. Pond and his brother, Rev. Gideon H. Pond, founded a Protestant mission on the high bluff on the east shore of Lake Calhoun. This was the first building, independent of the military structures at the falls, to be constructed within the limits of what is now Minneapolis.

A small chapel was erected by the Roman Catholics on the high bluffs of the Mississippi River about five miles below Fort Snelling in 1838, designated by them as the chapel of St. Paul, although it was known by the Indians as "White Rock" because of the white sandstone bluffs on which it stood.

A small settlement soon grew up around this chapel which was incorporated as the Village of St. Paul in 1840.

All of this territory was at that time known as Wisconsin Territory. From the vast territory of Wisconsin, which had gone through many transitions from the original Louisiana Province, the State of Wisconsin was carved out in 1848, and that same year a meeting was held in the Village of St. Paul for the purpose of considering the establishment of a new independent territory.

There was quite a large and enthusiastic gathering present and General Henry H. Sibley was delegated to proceed to Washington to urge the immediate passage of a bill for the organization of Minnesota Territory, and finally, after much opposition and embarrassing delays, the bill was passed by congress and on March 3rd, 1849 was signed by the President.

Alexander Ramsey of Harrisburg, Pennsylvania, was appointed Governor of the new Territory by the President and St. Paul was designated as the capital. This news was brought to St. Paul by the first packet boat of the season which plowed its way through the ice in the first break up of the Mississippi River early in April 1849.

A few days later the first printing press appeared on the scene and the "Territorial Pioneer" was established in St. Paul as the first newspaper in the new Territory of Minnesota. This paper is still in existence under the name of the "Pioneer Press."

As St. Paul was recognized as the head of navigation on the Mississippi River, the village soon became the center of activities for the entire northwest and every boat was crowded with passengers, many of whom came to make Minnesota their permanent home.

The village had a marvelous growth, expanding from a settlement of probably 100 people in 1840 to a village of several hundred in 1850 and a city of several thousand in 1860.

The census report shows a population of eleven hundred in 1850 and ten thousand four hundred in 1860.

In the meantime quite a number of small settlements had started up within a radius of a few miles of St. Paul.

One of these settlements was located on the easterly side of the Mississippi River opposite St. Anthony Falls, a distance of about ten miles northwest from St. Paul.

In 1847 a man by the name of Wm. Cheever took up a claim on the east side of the river near the site of the present campus of the State University, and through his efforts and the efforts of Franklin Steel, who was a settler at Ft. Snelling, an organization was founded to develop the Falls of St. Anthony.

A temporary dam was built at the east end of the falls and a saw mill was constructed during 1848 and started sawing lumber in September of that year. It was necessary to run the mill day and night in order to supply the demand of the settlers who were pouring in from the whole country, and the plant was enlarged during the winter by the construction of a gang saw mill and two shingle mills.

Ard Godfrey, who had charge of the saw mill, built the first dwelling house in St. Anthony in 1848. This house has been preserved by the City as a Pioneer Museum and is now located in a park set aside for that purpose at Central Avenue and University Ave., S.E. In this museum are exhibited many relics of the early pioneer days of the city, including copies of the first daily paper, first city directory, curiosities dug from Indian mounds and many other articles of historical interest.

The saw mill and Godfrey dwelling were the nucleus for a rapidly growing community which expanded to the west side of the river in 1850.

The Government survey was completed in 1848 and in 1849 Franklin Steel and Ard Godfrey platted the town of St. Anthony. The original plat covered 12½ blocks up and down the river and 5 blocks in width.

Colonel John H. Stevens who arrived at Ft. Snelling in 1849, immediately took up a claim on the west side of the river just north of the government mill. This claim was located on the Military Reservation, but through some political influence Col. Stevens was able to get the limits of the reservation restricted so as to exclude a large tract of land adjoining the river on the west. These negotiations were concluded late in 1849 and

in 1850 Col. Stevens built a dwelling house on the site of the present Union Station at Hennepin Avenue. The first white child in Minneapolis proper was born in this house.

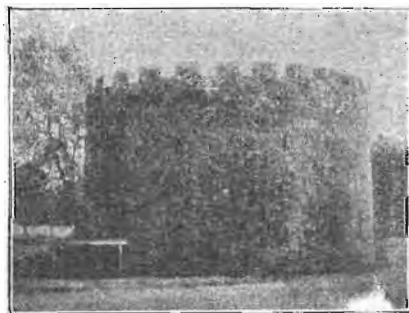
Ard Godfrey separated himself from the east side mill and started another mill on the west side of the river in 1850.



Old Block House, Fort Snelling.

Hennepin County was created on the west side of the river in 1852. Up to this time the settlement on the west side of the river was without a name, having been considered as belonging to St. Anthony.

When the new county was created however, it became necessary to have a county seat and as St. Anthony was in Ramsey County, it was decided to make the west side village entirely independent. Several names were submit-



Round Tower, Fort Snelling.

ted, among them being All Saints, Albion, Winona and others, but Minneapolis was finally suggested and found immediate favor.

This name is derived from the Indian word Minnehaha, meaning Laughing Water, and the Greek affix "polis", a city, thus meaning Falling Water City, or City of the Falls. A meeting was held late in 1852 to finally determine upon a name for the town and it was decided to adopt that name omitting the silent "h", thus the name "Minneapolis", Waterfall City, came into existence.

The town now had a name but no official standing so in 1854 Colonel Stevens laid out a town to cover more than two thirds of his claim.

St. Anthony was incorporated in 1855 but the Governor refused to approve a bill cutting off a portion of Ramsey County and making an independent St. Anthony County.

This so incensed the people in St. Anthony that when Minneapolis applied to the Legislature in 1856 for the incorporation of that town a bill was also submitted to the Legislature to extend

the limits of Hennepin County and to erect county buildings. This bill was approved and Hennepin County was extended to take in St. Anthony. The two towns continued to operate independent of each other for a number of years, until 1872, when they consolidated under the name of Minneapolis.

Although St. Paul had the advantage of the capitol and the head of navigation, Minneapolis and St. Anthony had the advantage of the falls from which power could be obtained for the development of new enterprises, and the latter towns had an incredible growth.

Ferry boats plied between the two towns but because of the rapid growth, it became necessary to establish some more direct means of communication and in 1855 a wire suspension bridge was constructed across the Mississippi River connecting Central Ave. in St. Anthony with Hennepin Avenue in Minneapolis. This bridge had the distinction of being the first to span the Mississippi River at any point from the source to the mouth.

The second Territorial Legislature which met in 1851 established St. Paul as the permanent capitol and located the University of Minnesota at St. Anthony.

About this time the question of railroads, to meet the constantly increasing demands for direct communication with the east, became the all absorbing topic of the hour and in 1854 the Legislature passed a bill incorporating the Minnesota & Northwestern Railroad Company, and in their anxiety to foster the enterprise the Company was promised large land grants to finance the project and offered the same inducements to any other railroad that would build into the territory.

The M. & N.W. Railroad Company, however, fell by the wayside but the rapid development of the territory attracted other railroad interests and in 1856 a franchise was granted the Minneapolis and Cedar Valley Railroad Company and the Minnesota Valley Railroad Co. obtained a franchise in 1857.

About this time the Indians went on the warpath and their atrocities terrorized the entire territory for a number of years, then came the Civil War to further delay action, so that actual construction of the railroads was not begun until 1864 when the Minnesota Central R.R. Co., successor to the Minneapolis & Cedar Valley, and under its charter of 1856, began the construction of a railroad from Minneapolis to Owatonna, a distance of about 71 miles and in conjunction with the Minnesota Valley R.R. Co. built a branch line from Mendota to St. Paul. The St. Paul terminus was on the right bank of the Mississippi River at the westerly end of the present Wabasha Street bridge, in what is now West St. Paul.

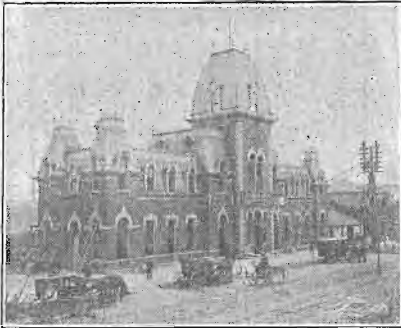
In 1869, however, a joint bridge was constructed by these two companies across the river just above St. Paul and they made entrance into St. Paul proper on the present line with the terminus at Sibley Street, the depot being located on the levee at the foot of Jackson St., opposite the steamboat landing.

The construction of the line towards Minneapolis was delayed at the crossing



of the Minnesota River until 1865, when it was built into Minneapolis with terminus at Third Avenue South, the depot being located on Second Street at about 4th Avenue. The shops were located on Second Street east of 6th Ave.

The Minnesota Central R.R. Co. was consolidated with the McGregor &



Old Minneapolis Station Built in 1876

Western R.R. Co. in 1866, and, after the completion of the line through from Owatonna to Cresco and McGregor in 1866-1867, was absorbed by the Milwaukee & St. Paul Railway Company, which Company, was changed to the Chicago, Milwaukee & St. Paul Railway Company.

The C. M. & St. P. Ry. Co. then has the distinction of being the first railroad to reach Minneapolis and shares that honor with the C. St. P. M. & O. Ry. in the entrance of the first railroad into St. Paul.

St. Paul and Minneapolis now had direct railroad communication with Milwaukee and Chicago via Austin and McGregor, but there was other territory to be served and in 1869 the Milwaukee and St. Paul Ry. Co. began the construction of a line from St. Paul down the river to Winona and LaCrosse, completing the line into LaCrosse, opposite LaCrosse, in 1872, and connecting with a line that had already been constructed the previous year between LaCrosse and Dubuque. This opened up two routes of direct railroad travel from St. Paul and Minneapolis to Milwaukee and Chicago.

A line of railroad called the Hastings, Minnesota River and Red River of the North was started from Hastings in 1867, but almost immediately encountered financial difficulties, so in 1872 this line was leased to the Milwaukee and St. Paul Ry. Co. and the line completed into Glencoe. The Milwaukee & St. Paul Ry. Co. then purchased the line and continued its construction into Dakota.

The so-called Benton cut off was constructed from Minneapolis to Benton Junction, a point on the Hastings line, in 1880, thus making the markets of St. Paul and Minneapolis accessible to the vast territory to the west.

The site of the Falls of St. Anthony was particularly adaptable for industries that could use the water power, and as this water power was directly instrumental in the making of Minneapolis it seems proper to elaborate somewhat upon its development.

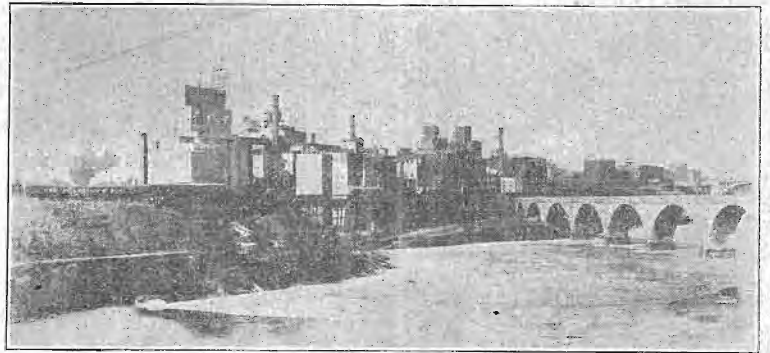
The St. Anthony Water Power Company and the Minneapolis Mill Co. were chartered in 1856, the former controlling

the water rights on the east side of the river and the latter on the west side.

The first merchant flour mill started up in a small way on the east side in 1856 and the first outside market for flour was made by a shipment of 100 barrels of flour to Boston in 1858.

The big Cataract mill, the first merchant flour mill to be constructed on the west side of the river, was built in 1859, with a capacity of 325 barrels a day.

There was a constantly increasing demand for these commodities and by



Milling District, Minneapolis.

1865 every available space at the power dams was occupied by saw mills and flour mills and it became necessary to use the steam power in any further expansion.

The flour mills gradually crowded out the saw mills and in 1867 there were thirteen flour mills in operation with an output of over 220,000 barrels in that year.

Exporting of flour began in a small way in 1877 and in 1900 the exports exceeded 4,700,000 barrels.

In 1876 the mills produced 1,000,000 barrels of flour, in 1880 over 2,000,000 barrels, in 1907 over 13,000,000 barrels and in 1920 about 18,000,000 barrels, so it is plain to be seen that Minneapolis is justified in the cognomen of the Flour City of the World.

The railroads play a very important part in the development of any new country and, on the other hand, the success of the railroad depends upon the rapid development and prosperity of that country or community.

This was particularly true of this great northwest territory which grew very rapidly and the railroads thrived accordingly, and it soon became necessary to expand the terminals in both St. Paul and Minneapolis.

All the roads coming into St. Paul terminated on the levee near Sibley St., making it comparatively easy to provide for joint passenger facilities and in 1880 the roads got together and built a new Union Depot on the levee adjoining Sibley Street on the east.

A new station and facilities are under construction at this time, the cost of which when completed will be in the neighborhood of thirty million dollars.

In 1876 the St. Paul Company constructed a new ornate passenger station in Minneapolis on Washington Ave. at the foot of 4th Avenue South and at the same time built quite extensive freight houses at 2nd Street and 3rd Avenue.

The passenger station when first built was considered the peer of any station west of Chicago but in a very few years the business had so outgrown this station that it was necessary to build another depot and enlarge the facilities, resulting in the construction in 1878 of the present depot located at the corner of Washington Avenue and Third Avenue, S.

Although St. Paul had the advantage over Minneapolis in the early stages of the game, the latter city, after it got started, developed so rapidly that it soon outstripped the older city and the

census of 1880 showed Minneapolis to be about 5000 in excess of the Saintly City.

Minneapolis with a population today of about 450,000 and St. Paul with a population of about 250,000, rank in population as the 18th and 30th cities, respectively, in the United States, and if it were possible to incorporate the two cities under one municipality, it would place them in 9th place.

There are many fine buildings and beautiful residences in both cities, but space will permit mention of only a few of the more prominent structures and points of interest.

Naturally the first that may be men-



New Union Station, St. Paul.

tioned is the beautiful State Capitol Building in St. Paul. It is a building of which we are all justly proud. This building is located on Capitol Hill, an eminence about 200 feet above the level of the Mississippi River, and its white dome surmounted with a large golden ball 220 feet in height can be seen for many miles in any direction.

The superstructure is of Georgia marble, with base of Minnesota granite and the wide sloping and terraced lawns give it a most wonderful setting. This building is considered the finest State Capitol building in the United States and in architectural design and interior beauty is second only to the National Capitol in Washington.

Another of St. Paul's many fine buildings is the Public Library located

on Fourth and Washington Streets, overlooking the Mississippi River on the south and facing Rice Park on the north.

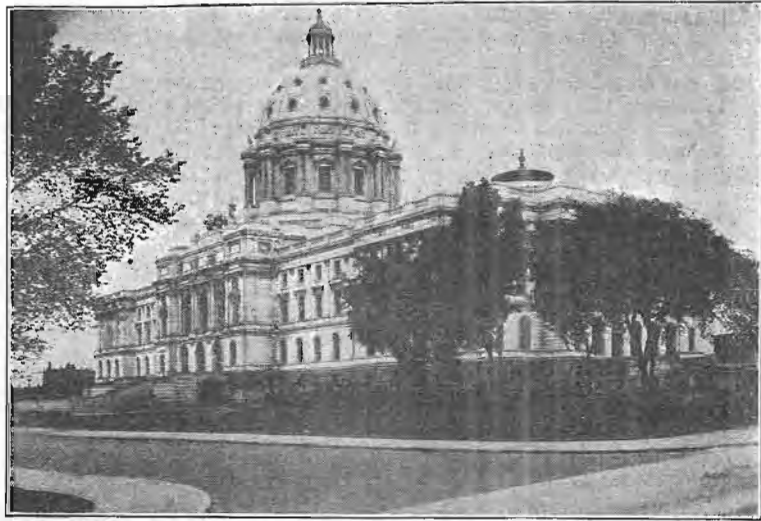
The exterior of this building is of Tennessee marble and the interior finish is of Mankato stone. The ceilings of the main rooms are decorated to represent the 12th and 14th centuries.

The ventilating system automatically provides for a change of air every six minutes, which not only purifies the air but, in the summer, cools it.

Summit Avenue in St. Paul is considered one of the finest residence streets in America, with its multiple of boulevarded roadways lined on each side by some of the handsomest residences in the Twin Cities.

The Minnesota State Fair Grounds are located in St. Paul about midway between the business centers of the two cities. This property comprises about 350 acres of land and more than one hundred buildings.

Here is to be seen the greatest assembly of farm products ever gathered in any State Fair. Every county in the state is represented by a competitive exhibit and each and every one vies with the other in getting together the best display. The Hippodrome Building, where the blooded stock is exhibited, is considered one of the finest fair buildings in the country.



Minnesota State Capitol, St. Paul.

The enameling room consists of a glass cage in which the operators work under compressed filtered air to insure the exclusion of dust, from which room the car bodies are conveyed directly into the enameling ovens, making two complete circuits in the process before they are ready to be placed on the completed chassis which is assembled on

in old St. Anthony.

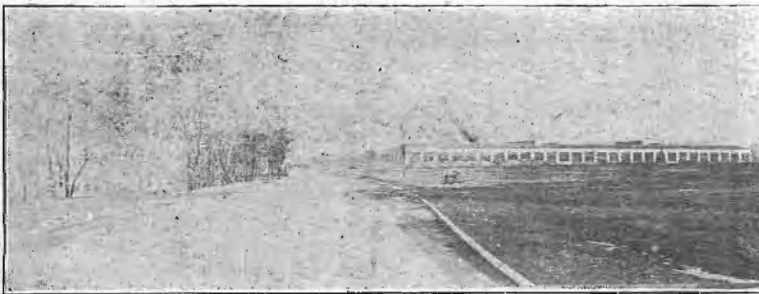
The latest building to be erected on the University Campus is the Memorial Stadium, a splendid tribute to Minnesotans who sacrificed their lives in war for their country. This structure has a seating capacity of 51,000 and was built by popular subscription at a cost of about \$1,000,000 raised through the efforts of the faculty, students and alumni.

Minneapolis, with its population of about 450,000, is the largest city in Minnesota, as a matter of fact in the entire northwest, and is the financial center of the 9th District of the Federal Reserve System.

In addition to the Mississippi River cutting through the city with its ragged bluffs and the Falls of St. Anthony, there are ten natural lakes within the city limits and Minnehaha Creek, which wends its tortuous way across the southerly part of the city, developing, near its confluence with the Mississippi, the falls made famous by H. W. Longfellow's "Hiawatha", all of which are included within the parking system of the city.

In addition to the Mississippi River vice the Twin Cities are well served by four interurban electric railways which give almost continuous service between the two cities.

There are fourteen municipal bridges across the Mississippi within the limits



Ten Million Dollar Ford Plant, St. Paul.

And let's don't forget the ten million dollar plant being constructed in St. Paul by the Ford Motor Company, mention of which has previously been made in these columns.

The main building of this plant, 1400 feet in length by 600 feet in width, representing the first unit now being constructed, has been completed and the machinery and conveyors are being rapidly installed and it is now expected that the manufacture of cars will begin about June 1st this year.

This is a typical assembling plant and will employ, at first operation, from 3000 to 4000 men, gradually absorbing the present assembling plant in Minneapolis.

The main offices are located at the extreme northerly end of the building. The westerly half of the building will be devoted to the assembling and painting of the cars and the easterly half will be devoted to the glass manufacturing plant and the fabrication of certain of the parts used in the manufacture of the Ford car.

The two depressed railroad tracks within the building have been completed and are spanned by four mechanical lift bridges for access to the separated sections of the building.

a 900 foot conveyor.

The body and chassis conveyors are so timed that the chassis and body are completed at the same time, when they are immediately assembled and placed on carriers for delivery to the purchaser.

The Hydro-electric power plant, developing 18,000 horse power, and the auxiliary steam plant, developing 10,000 horse power, have been completed and are in full operation, delivering the surplus power to the Northern States Power Company.

The hydro-electric plant is at the present time taking the entire flow of water in the river and the dam is left high and dry.

Coal is supplied to the steam plant by means of a conveyor carried in a tunnel from the track hopper at the building to the face of the bluff, thence by an aerial conveyor to the plant.

The grounds are being put in shape for seeding and ornamentation.

The offices are accessible to the public but other portions of the grounds are being fenced off to insure privacy at the working end of the building.

The State University is located in Minneapolis and originally occupied a small tract of land on the east side of the river just above the Bridal Veil Falls



City Ticket Office, St. Paul.

of the Twin Cities, four in St. Paul, nine in Minneapolis and one joint bridge connecting Lake Street in Minneapolis



with Marshall Avenue in St. Paul. Another joint bridge has been approved for construction across the river at the Ford Plant, work on which will undoubtedly begin this year.

The latest achievement of Minneapolis in bridge construction is the Cappelen bridge across the Mississippi River at Franklin Avenue. This is a reinforced concrete structure of arch design, with center arch 400 feet in the clear and 88 feet above the spring line, being the longest concrete arch span in the world. The bridge was designed by Mr. F. W. Cappelen, City Engineer, who died while the bridge was in progress of construction and in whose honor the bridge was named.

It has been necessary to increase the railroad facilities as the Twin Cities expanded and millions of dollars have been

up to date union passenger station, and a freight house that is probably one of the largest buildings of its kind under one roof that is in existence today. The dimensions of this house are 52 feet in width by about 1300 feet in length. Sixty cars can be spotted at this freight house at one time for the handling of freight. There are sixty-five men employed in the warehouse portion in addition to a clerical force of thirty-five men. Team tracks provide space for 125 cars that are loaded or unloaded direct without the necessity of putting the freight through the house.

Agent M. P. Graven advises that at the present time he is handling on an average of 1500 cars per day through his terminal.

In addition to the Main Terminal District, there is what is known as the

charge of Messrs. T. A. Morken and D. M. McGeen, respectively, with offices at 5th Street and Roberts. The city ticket office has been maintained at this location, subject to temporary removal for rebuilding, for about 30 years.

The Minneapolis station has expanded to such an extent that it has been necessary to establish team track facilities and L.C.L. stations in the outlying districts in order to accommodate the patrons.

The terminal is divided in districts for the convenience of handling and forwarding the cars.

Bass Lake yard is used principally for a grain receiving yard into which all grain received from the west is placed and held for state inspection, after which the trains are broken up and distributed to their proper destination.

The South Minneapolis District is used for assembling trains for forwarding, certain tracks being assigned for that purpose and for billing.

The Upper Yard is used principally for receipt and delivery of local freight. In this yard is located the fruit house, which has trackage to accommodate 17 cars of fruit during the winter when it is necessary to protect from freezing, the "In" and "Out" freight houses will accommodate 56 cars at one setting. Team tracks to hold about 80 cars. One particular track holding 25 cars has been assigned for the use of package cars into which small package freight may be loaded directly by trucks.

These cars are moved three times a day to the Twin City Transfer Station where they are consolidated with cars received in the same manner from St. Paul, the freight rehandled and placed in the proper car for forwarding to destination.

These package cars have been the means of conserving at least 30% of the equipment previously used for handling the same shipments. For example,-- formerly St. Paul might have half a car of freight for Glencoe and Minneapolis might have half a car for the same station and both cars were forwarded, but under the present system the two half cars are consolidated at the Transfer Station and only one car required to go forward.



Cappelen Bridge, Minneapolis.

spent in the two cities in order to keep up with the pace.

The C. M. & St. P. Ry. Co. has attempted to keep its terminal facilities adequate to handle its share of the business.

The station in St. Paul has expanded from a country station with a combined freight and passenger depot in the early days, to the occupancy of a thoroughly

Chestnut Street District where there are two flour mills, one elevator, the St. Paul Gas Light Co. and the Consumers Power Company, one of the largest plants of its kind in the country, as well as a number of smaller industries. There is also the Midway District serving the Bohn Refrigerator Company, Montgomery Ward and Company, Brown & Bigelow and a number of other large industries.

The Passenger Department and Freight Department in St. Paul are in



C. M. & St. P. Depot, Minneapolis, Built in 1897-8.



Part of Freight Office Force, St. Paul. ...



Part of Freight House Force, St. Paul.

This Twin City Transfer Station is located in the South Minneapolis District at 26th Avenue So. and 26th Street and is in charge of Mr. Geo. A. Brewster. The station itself consists of a small building just large enough to house the force of men employed there, two transfer platforms each 1000 feet in length and seven loading tracks holding 150 cars. Mr. Brewster carries a force of from 160 to 200 men.

There are from 600 to 750 tons of package freight handled each day resulting in the loading of about 120 cars per day, covering the entire system extending from Chicago to Seattle and to Omaha and Kansas City. About two-thirds of the tonnage handled originates in St. Paul and Minneapolis and the balance is received from outside stations and rehandled for distribution.

Agent C. H. Crouse, who has charge of the entire Minneapolis district, advises that in 1924 the Minneapolis terminal handled in Forwarded and Received freight, a total tonnage of nearly three million tons with earnings of about 12 million dollars.

There were 325,000 carloads forwarded from Minneapolis and 290,000 loads received. There were 91,000 cars delivered to connecting lines and 87,000 cars received from connecting lines.

Mr. Crouse has under his direct supervision an office force of about 50 employees to look after this immense volume of business, besides a warehouse force of 50 men to handle the freight that is required to go through the house. Shops.

Soon after the Minneapolis Station was moved from Second Street into the new station on Washington Avenue, about eight acres of ground was purchased "away out in the country" for round house and shop purposes at what is now known as South Minneapolis.

These grounds were considerably enlarged when the "Short Line" between St. Paul and Minneapolis and the "Benton Cut Off" were constructed in 1880, and the first units of the shop layout were built in 1881 and machinery installed and shops opened in 1882.

The capacity of the shops has been increased as occasion demanded, and

machinery abandoned and new up to date machines installed. A new traveling jib crane was installed in the machine shop last year. The present locomotive shops consist of Machine Shop, Boiler Shop, Blacksmith Shop, Tin Shop, Electric Shop and Tool room, and, with due apology to the old saying, they can build anything from a needle to the most modern equipment required in railroad service. And they have the men that can turn out that



Agent Geo. A. Brewster and Twin City Transfer Force.

kind of a job too.

Shop Superintendent Lamberg advises that he carries on the shop payrolls at this time a force of 632 employees. The Locomotive shop takes care of the heavy repairs to 471 engines assigned to the Northern District, as well as the manufacturing of heavy repair parts for outside points in the district.

Special equipment used in the Northern District, such as pile drivers, steam shovels, rotary snow plows and locomotive cranes are also repaired and kept in serviceable condition by this department.



District Master Mechanic J. Turney

The first round house at South Minneapolis, built in 1878—1879, consisted of 24 sixty foot stalls with a 55 foot manually operated turntable. Since that

time the round house has been extended as occasion demanded until it has reached the full circle limit of 46 stalls. The stalls have been enlarged, however, so as to house the largest engines in operation on the road, and the turntable has been enlarged to a 90 foot electrically operated table with a 300 ton capacity.

Mr. John Turney, Division Master Mechanic, advises that he handles in the neighborhood of 105 engines daily, with a round house force of 384 men.

In addition to the regular equipment of the C. M. & St. P. Ry. the Round House Department handles five C. R. I. & P. passenger engines and one Minneapolis Eastern Railway engine.

The hot water washout plant provides facilities for rapid and efficient washing of the engines, enabling them to be released more promptly and to give better service on the road.

There are quite a number of the engines that have been equipped with the automatic train control device, a new device required by the Interstate Commerce Commission that is supposed to automatically cut the air and stop the train should the engineer inadvertently ignore any warning signal showing danger in the automatic block system.

The Car Department is another very important link in the shop repair department and is efficiently handled by General Foreman E. F. Palmer, with Mr. Robert Hughes in direct charge of the Mill.

The Mill and Cabinet Shop is a two story building 200 feet long by 85 feet in width.

The general offices of the Locomotive, Round House and Car Departments are located in this building, occupying the front end of the second story.

The balance of the second floor is devoted to the manufacture and repairing



So. Minneapolis Car Shops Fire Department.



of locomotive cabs, pilots and engine seats and warehouse and baggage trucks.

The ground floor is equipped with all kinds of woodworking machinery, and the mill, considering its size, is considered equal to any car shop in the country.

The machines are so placed that the lumber may be started in at one end of the mill, put through the sizer, laid out, cut, bored, glued and mortised and the finished product taken out at the other

end of the mill without any back handling.

The various materials required in the repair work on all classes of cars are stored in stenciled bins in the material shed adjacent to the mill, and assorted as to size and class of cars that they are made for. The finished product is delivered without delay direct to the cars under repair, by supply men, as required.

The Bolt and Tin Shops adjoin the re-

pair yard, making it very convenient to get these supplies without delay.

Because of the vast amount of inflammable material stored and handled in connection with the Car Shops it was deemed necessary to organize a local Fire Department among the employes for emergency protection and I submit a photograph of the fire fighters demonstrating their ability to handle the water nozzles.

## LUBRICATION AND ITS EFFECT ON LOCOMOTIVE SERVICE

A Report Presented at the Annual Convention of the Traveling Engineers' Association

Reprinted From *Railway and Locomotive Engineering*

(Continued from April Magazine)

The rapid development of the locomotive into units of very heavy power, occasioned by the constantly increasing demand of transportation, have gradually produced such radical changes in the manner of operation and maintenance, until lubricating conditions seemed to demand the use of grease on crank pins, and a little later the same lubricant began to find favor when applied to driving journals.

The popular argument in favor of the use of grease on driving journals, is that the bearings require less care and attention than when lubricated with oil. The influence of this argument has been rather far reaching in its effect upon the conditions surrounding the lubrication and maintenance of the most important bearing on the locomotive, with the result that so little care is coming to be used in the proper preparation and maintenance of main journals and bearings that it is to be feared that the day may come when the mechanical department will have to recognize that power conditions with grease lubrication are more of a problem than with oil, and the executive officers of roads will endeavor to find the cause of the increased fuel consumption.

The annual oil bill of a large and important railroad is something of an item and the effective lubrication of the locomotive has a vital relation to successful transportation, but the cost of fuel and locomotive maintenance are subjects which in the present struggle for profitable operation cannot very well be ignored. Fuel consumption for locomotives of this country is above estimation. If the loss of energy of the locomotive under the best conditions be 10 per cent. and the conditions are such as to increase this loss 5 per cent. added annually to the cost of fuel from which no revenue is being derived.

To get the best results from the use of grease in driving boxes, the brass should be made of good bearing metal, homogeneous and free from all imperfections incident to poor laundry work; they should be bored to proper diameter and given a reasonably good fit, using the same care in all respects as for oil lubricated bearings. The perforated screen of the grease cellar must be made to exactly conform to the diameter and have a full bearing against the journal over its entire surface; otherwise the grease does not feed properly and be-

comes carbonized resulting in a hot box. The grease cake should be machine pressed to fit the cellar and not allowed to get too thin before it is renewed.

Driving journal lubrication is too important a feature in locomotive operation to relegate to the ignorant and irresponsible.

Running locomotives at high speed that have been designed to pull heavy loads at low speeds, is one of the most common causes of heating of locomotive journals. A locomotive with driving wheels of 54-inch diameter, journals of 10-inch diameter, and a 30-inch piston stroke, running 45 miles an hour has a piston speed of 1,400 feet per minute, and the speed of the surface of the driving journal is 12 feet per second; the speed of both the piston and driving journals being twice what it should be.

The lubrication of the other parts of the locomotive has undergone no great change, except in the character of the lubricants and the economical use of it.

The adoption of types of valve gear, other than the Stevenson link motion, the rubbing parts of which are more accessible and less liable to heat, has assisted much towards more effective and economical lubrication of these parts.

Before entering into a discussion of the effect of lubrication it might be necessary to somewhat understand the laws of friction and the necessity for efficient lubrication.

Unlubricated or solid friction is defined as the force which acts between two bodies at their surface of contact so as to resist their sliding on each other, and which depends on the force with which the bodies are pressed together.

Lubricated friction is defined as the force acting between two oil films so as to resist them sliding on each other and is not dependent on the force between the bodies so long as this force does not squeeze out the oil film and therefore bring about solid friction.

Unlubricated or solid friction is caused as follows:

While a journal may to the naked eye look and be what is commonly called smooth, still there cannot be any such condition on metal, and the surfaces are made up of millions of minute projections. These projections interlock with like or unlike projections on the bearing surfaces, and as the force holding the bodies together is increased so will the force to move them over one another be increased; these projections rubbing in contact causes abrasion.

Widely different classes of metals are used for bearings from that used for journals and the projections on their faces being decidedly different they do

not lock so uniformly as like metals.

It is quite apparent, then, that the friction is wholly dependent on the force pressing the two bodies together, and differs with the classes of metals forming the bodies.

The abrasion limit is regulated by the hardness of the softer metal, and the friction is greatest with the soft and least with the hard metals.

Lubricated friction is caused as follows:

The lubricant is (by the rotary motion of the journal) forced or pumped in between the two bodies, with a pressure sufficient to force them apart, and the lubricant adheres to the surface of the journal and the surface of the bearing and does not slip on these surfaces, this adhesion being greater than the cohesion, therefore one film slips on the other film, and one film sliding on another cannot abrade.

The friction, then, is caused somewhat by the cohesion of viscosity of the lubricant, and somewhat by the load and velocity, and proportional to the area of rubbing surface.

This last item shows that it is poor practice to have bearing surfaces of too great an area and unduly reducing the pressure per square inch, as friction is directly proportional to the area and not proportional to the pressure due to load.

Friction represents work and therefore heat must be generated, but it must not be assumed that bearings running at the lowest observed temperatures are giving corresponding low coefficient of friction, as some lubricants have the properties of carrying off heat which is not observed, and thereby showing lower temperatures than some other lubricants but showing a higher coefficient.

To prove this, tests have been made with the following results: With a journal velocity of 306 feet per minute and a load of 350 pounds per square—

With "A" oil, temperature 103° F., coefficient friction .0023.

With "B" oil, temperature 110° F., coefficient friction .0018.

With "D" oil, temperature 130° F., coefficient friction .0035.

This shows that the "B" oil ran with 28% less friction than the "A" oil, although the temperature was 7 degrees higher, and shows that observed temperature does not always indicate the efficiency of a lubricant.

There is another feature of friction that is very important especially in locomotive service, and that is the coefficient on the start; some lubricants show a very great advantage over others in this

(Turn to page 17)

# THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor  
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## Every Employe A Business Getter

To paraphrase a noted State document, now is the time for all employes to rally to the standard to join in the campaign of putting this great railroad onto a paying basis. The way for them to do this is to get into the game of "getting the business". Whenever and wherever there is an opportunity of influencing a pound of freight to move Milwaukee way, or a passenger to take our route in his travels, employes, men and women, let them say the word or do the thing necessary to favorably impress a "prospect" with the advantages The Milwaukee offers.

A striking illustration of this method of co-operation is contained in the incident here told. Flagman C. W. Velsler of the LaCrosse Division, one day in March heard in a round about way that a large contract covering excavating and building at Pittsburgh, Pa., had been awarded Nelson & Son Company, contractors at Minneapolis, and there would be several carloads of machinery, etc. to move from a point near Minneapolis to Pittsburgh. Mr. Velsler lost no time in notifying the Train Dispatcher at Portage, Wisconsin of what he heard and the Dispatcher immediately got into communication with Assistant General Freight Agent C. L. Kennedy at Minneapolis. Mr. Kennedy's solicitors located Nelson & Son at Shoreham some five miles out of Minneapolis; and by earnest work, Mr. Nelson gave our line four carloads of equipment. They also had some contractors' outfits at Wadena, Minn. and we got three cars of that, too, making seven carloads in all. These shipments went forward from Minneapolis on the night of March 30th.

In addition, there were from 25 to 50 passengers to go with this business, to Pittsburgh, which also was routed C. M. & St. P. Now there was a tidy bit of revenue, all told, which Mr. Velsler's prompt action helped Mr. Kennedy's solicitors to secure; and such work as that, whether in greater or less degree is what is meant by "Every Employe A Business Getter".

Enclosed with this Magazine is a double post card on which any employe may send word to the nearest Traffic Representative of any prospective freight or passenger movement that may possibly be secured for our line. The names of the Traffic Representatives and their addresses are to be found in the regular time table folders; and one of these cards containing a pointer on any prospective business will be promptly followed up by the regular traffic man dele-

gated to the district in which the employe supplying the "tip" lives or works.

Remember post cards will now take a two cent stamp, but also remember that to get a hundred or ten hundred dollars worth of business for the company by the possible expenditure of that postage stamp, is well worth while for the bigger business this railroad handles, the more work there is for all.

Keep the post-cards handy; so that while you may not hear of anything today, you may hear of something tomorrow, and the card will go on its little mission one day as well as another.

Mr. Byram, closing in his talk at the Safety Rally in Minneapolis on the evening of April 6th, told the story of brakeman Velsler, and made a special plea to all other employes to do their "bit" in helping to get business for this railroad; for he said that with the "Milwaukee Spirit" behind such a movement, nothing could stop us. We must all get behind and push. It's a great and inspiring game in which we are asked to engage. LET'S GO.

## The Veterans' Meeting

Announcement is made that the 1925 meet of the Veteran Employes Association will be held in August, in Milwaukee. Definite dates cannot be announced until later,—but this is to notify the "Vets" that an especially large gathering is hoped for this year, because the exigency in which this railroad finds itself at present demands the most loyal co-operation of every employe; and a big get-together of the Veterans will develop every possible means for teamwork on the part of the working body. Make your plans, Vets, and come to Milwaukee in August, thousands strong.

Mr. W. D. Carrick is again General Chairman of Arrangements, and that is 'nuff said, as far as a promise of a good time is concerned.

## Minnesota Central, I. & M. and McGregor Western Veteran Association

The 15th annual meeting of the Minnesota Central, I. & M. and McGregor Western Veteran Association, sometimes called the D. C. Shepard Men, will be held Wednesday, June 10th at the West Hotel, Minneapolis. A special invitation is extended to all C. M. & St. P. employes who were in service prior to 1870 to attend.

Time of gathering, 11:00 A.M. Greeting, hand-shaking and reminiscences of bygone days. Lunch, 12:00 M., after which the regular annual meeting.

R. H. Branton, President,  
S. S. Johnston, Secretary.

## Re-Union of Southern District Accounting Bureau Employes, Cedar Rapids, Iowa

On Sunday, February 22nd, 1925, a meeting of employes of the Chicago, Milwaukee & St. Paul Railway from Des Moines, Dubuque, Marion, Ottumwa, Savanna and Sioux City, was held at the Montrose Hotel, Cedar Rapids, Iowa; all of whom were employed at Cedar Rapids about a year ago in the Southern District Accounting Department of this railroad.

Meeting was called to order by Mr. H. J. Bowen, acting as Chairman, who stated that the purpose of the meeting was to continue the friendly feeling among the veterans who worked together at Cedar Rapids and to organize a club which would meet every year.

Mr. Bowen was elected President by acclamation. Nominations for office of Secretary-Treasurer were as follows: Mrs. Sofia Kollman, L. G. Hewitt, and Louise Yancke. Miss Bernice Russell and Mr. A. L. Piper were appointed as tellers. Ballots were then spread and Mrs. Sofia Kollman was elected Secretary-Treasurer.

Interesting talks on accounting were given by Mr. O. P. Barry, Assistant Comptroller, and Mr. J. W. Severs, Auditor of Expenditure, of Chicago. Mr. C. V. Hammer and Mr. George Ehmer were called upon to make a speech. Both responded and told of the good feeling they had for the veterans who worked at Cedar Rapids as they felt everyone had worked hard and tried to make the office a success. Remarks were heard from all the veterans present.

A few members were not present, among whom was Mr. A. C. Daacke who has been ill for some time and as he was the first one to suggest such a gathering, a wire was sent him expressing sorrow that he could not be at the reunion and wishing him a speedy recovery.

Motion was made and seconded that the wives, husbands, children, or sweethearts could attend future reunions.

Motion made and seconded that Secretary be instructed to write up the minutes of this meeting and put same in the Cedar Rapids newspapers and in the Employes Magazine.

The President appointed a Committee to set a date and make arrangements for the next reunion. The following were appointed: Mr. C. V. Hammer, Chairman; Mr. A. H. Osthoff and Miss Bernice Russell.

Meeting then adjourned until 1:00 o'clock P.M., when a picture was taken of the veterans in a group.

A four course turkey dinner was served at 1:30 P.M. Mr. O. P. Barry very ably acted as toastmaster and Mr. Kavanaugh also proved to be a good entertainer.

The guests spent the rest of the afternoon riding about the city sightseeing. The program was concluded with a theatre party at the Majestic in the evening.

The success of the meeting is due to the hard work of Mr. H. J. Bowen and Mr. A. C. Daacke in getting things started and the Cedar Rapids Veterans are pleased to extend to them their thanks and appreciation for the good time enjoyed by all.

## Father, Dear Father!

Florence: "Mother, I think I will slip on my raincoat and go to the post office for the mail."

Mother: "Why, it isn't fit for a dog to be out in this kind of weather! Let your father go."

—Union Pacific Magazine.

## O Gee! O Gosh!

A "flapper" who "rolled 'em," short skirts and bobbed hair,  
Got on forty-four one day, at Mayfair.  
The brakeman, Sam Slaughter,  
Looked more than he "ought-er."  
And they had to relieve the poor fellow right there.

—Tee Jay.

There was a man from our town  
Who was not so wondrous wise  
He was given a pair of goggles  
To protect his priceless eyes  
But when he should have used them  
They were hanging on the wall;  
He isn't working now, poor chap,  
His eyes are gone,—that's all!



# The Big Safety Rally in Minneapolis

The annual Safety Rally of the Milwaukee Family, held in Minneapolis on the evening of April 6th, was in every way a huge success. The big assembly hall in the City Hall was packed with Milwaukee employes and their families, there being close to fifteen hundred present; and to say "Milwaukee Family" is to speak advisedly for, in the gathering were Dad and Mother and the kids, and the program provided by the Safety Committee of that district was listened to with undivided attention by the entire audience.

The meeting was presided over and the speakers introduced by General Superintendent W. M. Weidenhamer. The speakers were Mr. A. W. Smallen, General Safety Supervisor; Mr. H. L. Murray, Chairman of the Minneapolis Safety Commission; Mr. Harry Howard, I. & M. Division Engineer; Mr. Frank W. Matson of the State Railroad & Warehouse Commission and Mr. H. E. Byram.

Mr. Howard delivered a forceful and thoughtful talk on Safety, speaking of the good work that had been accomplished on this railroad since the beginning of the safety movement, and making a special plea to Milwaukee employes to continue the excellent work and to continue to reduce the number of accidents of all kinds in still greater proportions. Mr. Matson's talk was attentively heard. He dwelt on the highway crossing automobile casualties and the recklessness of automobile drivers which was responsible for the great number of such accidents; and he complimented railway employes for their earnest and intelligent co-operation in the furtherance of all methods for insuring the safety of not only the railroad personnel, but the general public, also.

Mr. Matson is the son of a former yardmaster of the Milwaukee; and he was himself, in the beginning of his business career, Yard Clerk at Minnesota Transfer, so he knows the railroad game at first hand and could speak to "the boys" as one of them.

Mr. Byram followed Mr. Matson. Our Chief is always a welcome speaker at all meetings of the employe body, his appearance being the occasion of a great ovation. When he stepped before the great audience his genial smile was evidence of his pleasure at the spontaneous cordiality of the greeting accorded him.

He began his talk by congratulating the committee on the success of this rally and on the size and brilliance of the audience. Then he, like the other speakers dwelt at considerable length on the increasing number of automobile accidents, saying that he was beginning to dread coming down to his office on Monday mornings to face the appalling number of reports of the Sunday auto troubles; and the fact that more than one third of the accidents at crossings of this railroad were caused by motorists running into our trains indicated a surprising disregard of safety

by motor drivers. He said some of them drive into the middle of freight and passenger trains in motion, and some of them run into trains that are standing on crossings. He was glad to note that representatives of our Safety Bureau were taking advantage of every opportunity to co-operate with motor clubs and other organizations; and with individuals to impress upon drivers of automobiles, the necessity for reasonable caution when approaching railroad crossings. Continuing he said:

"It is a great pleasure to me to be able to say again this year that important progress has been made with respect to the Safety Campaign.

"Since 1913, the year when the Safety Bureau was first established on this railroad the number of employes fatally injured on the property, in the shops, on the tracks, and around buildings and structures has been reduced about 75% and the number of employes otherwise injured was reduced one third. These injuries include everything from a hurt finger up to more serious injuries.

"Including with the employes, trespassers and others fatally injured on this railroad the number was reduced in 1924 about 60% below the 1913 figure.

"In this connection I must refer to the fact that in 1924, for the fifth consecutive year, this railroad handled its passenger business without a fatality in a train accident.

"In these five years the Milwaukee Road has handled about 70 million passengers, an average distance of 60 miles each.

"This fine showing is a tribute to the careful manner in which all the employes having to do with the movement of trains have performed their duties.

"This performance and the showing in safety work as a whole speaks well for the efforts of those directing the safety movement and all supervisory officers and employes. Their intelligent co-operation has been most effective and should afford great satisfaction, not only to ourselves but to the public of which Milwaukee Railroad employes are a part.

"It is important that we shall save money in every possible way, but it is more important that we shall save lives and prevent injuries to all employes and passengers.

"The increase in automobile travel is causing every railroad much concern.

"You have probably seen some of the bulletins we have issued calling attention to accidents where automobiles were struck by our trains or ran into our trains at crossings.

"I am informed that in 1924 for the country as a whole 17,345 persons were killed in all automobile accidents, and of this number 149 were killed on highway crossings.

"There was a decrease of 119 in persons killed at highway crossings under the year 1923, although the total number of persons killed in all automobile accidents was 893 greater than in the year 1923.

"It is a financial impossibility for the railroads to eliminate in a few years all crossings at grade, because it would involve an expenditure exceeding the total value placed by the Interstate Commerce Commission upon the railroads.

"Such a solution can only be worked out gradually as the railroads are able to secure funds therefor.

"The Milwaukee Railroad, in spite of its inability to pay dividends for the last seven years, has, since the end of Federal operation, expended \$2,640,000 for crossing protection, including grade separation and elevation.

"We think this is a pretty good showing under the circumstances.

"It is not my purpose to burden you with further figures at this time, but I did desire to furnish enough of them to illustrate what is being accomplished by this railroad in the cause of safety, and when I say "this railroad", I mean every officer and employe who has given this movement his active support.

"Last year I said that from what I had observed of the activities of Milwaukee employes I felt assured there would be no relaxation of effort in this important field during the succeeding twelve months, and I am very glad indeed that my confidence was justified.

"We should all resolve to spare no effort to make each year a better one than the last and by so doing we will save lives and avoid needless suffering."

Continuing, Mr. Byram said he desired to talk a little about the events of the past few weeks on this railroad, referring to the Receivership and the conditions which had brought about the necessity for such a step. Mr. Byram explained that the agricultural and general growth of the Northwest which had been anticipated by the builders of our Coast Extension, had been arrested; and that the competition of the Panama Canal had made such inroads on the business of the railroads, that it had been found impossible for the Milwaukee Company to make both ends meet, and it was found necessary to adjust the outstanding securities to the present earning power of the railroad. He said that the knowledge that the history of this railroad is free from any "stock watering", "melon cutting" or other financial manipulation should be a source of great satisfaction to us all; and that with the improving conditions in the territory through which the Milwaukee operates in the Northwest, its future on a readjusted basis, with the loyal help of the great body of its employes was assured; and that the day was not far distant when we would all be proud to say that this was the finest railroad property in the world; and that each and everyone of us had a part in making it so. Mr. Byram explained the methods, by which railroads are financed, dwelling upon the necessity of having "good credit" in the financial world to enable them to borrow the money to keep the property in shape and provide the necessary improvements. He asked all employes to become solicitors of business, to let no opportunity slip to secure business, passenger or freight, and he told of the good work done by Benjamin C. W. Veltz of the LaCrosse Division in helping to secure several carloads of good revenue freight from Minneapolis to

Pittsburgh, details of which are given elsewhere in this issue. Mr. Byram said that was real co-operation and if every employe would take similar action whenever he heard of business moving; also take pains to find out when business was likely to move, it would help greatly in reestablishing this railroad's credit and we would be moving forward on a sound basis again. Again he assured the employes there would be no change as far as the relations of the company and its employes or the public were concerned and repeated his belief that the "Milwaukee Spirit" would be able to surmount all of our difficulties and bring us into our own again.

The second half of the program consisted of a three-reel film, picturing the many ways in which non-observance of Safety First tenets bring injury and death to railroad employes. Moving picture demonstrations such as those surely speak louder than any words possibly can and serve to carry the warning home in a most forcible way.

#### Service Years By F. H. Buffmire, Roadmaster, Watertown & Madison and Portage & Madison Divisions of LaCrosse Division, Residence, Watertown, Wis.

Roadmaster F. H. Buffmire entered the employ of the C. M. & St. P. R. Co. in the year 1865 as water boy to section crew on the Oakdale, Wisconsin section, his wage rate being fifty-five cents per day or one half the regular section laborer's pay.

In the year 1867 he was placed on this same section as a regular section hand and paid the regular section rate of \$1.10 per day.

In the year 1872 he was made Section Foreman of section number twenty-nine at Old Camp Douglas.

During the year of 1887 he was promoted to the Roadmastership on the Wisconsin Valley Division with headquarters at Babcock, Wisconsin.

In the year 1890 he was transferred to Sparta, Wisconsin with supervision of maintenance and way of the west end of LaCrosse Division from Portage to LaCrosse and the Viroqua Line branch.

In the year 1891 he was appointed Roadmaster of the East LaCrosse Division Main Line Milwaukee to Portage with residence at Watertown succeeding Roadmaster D. O. Bradbury and on the death of Mr. Bradbury was also assigned the Watertown and Madison branch and the Madison and Portage branch.

During 1919 the territory comprising the East LaCrosse Division was again divided and Roadmaster Buffmire was then assigned the Watertown and Madison Line and Madison and Portage Line for his supervision.

At this writing Roadmaster Buffmire continues to give daily attention to his duties with a vigor that would be commendable to a man younger in years and in an interview a short while ago gave as his opinion that the surest way to longevity was an early introduction to hard physical labor and the consistent application of it even into the years that are termed the twilight of one's existence.

When asked if he ever considered he would like to lay aside the cares and responsibilities of his vocation he said "Well I have been thinking about that some and have concluded that when one

reaches eighty years he ought to rest and play the balance of his hundred years" and he says he hopes to see his service extended until he becomes an octogenarian and is praying for good health to take him beyond that age.



Engineer Lon Morgan.

#### A Milwaukee Veteran

#### Engineer Morgan Gets Forty-Five Year Button

By Ruby M. Eckman

Engineer Lon Morgan is another of the Iowa division employes wearing a 45 year service button. Lon's service is a little more than forty-five years as he started work for the company on the 14th of September, 1877 as a fireman at Madison, Wisconsin.

His first trip was an easy one to remember as he was firing for engineer James Whitney on engine 109, left Madison at 9:00 P. M. on train No. 9. The engine was one of the wood burners and during the month which Lon fired one he became quite proficient in throwing the sticks into the fire box just where he wanted them. They started out with a tank of wood and took as a rule full tanks at the two filling stations going over the division. The engines had to have a different drafting system than a coal burner and their smoke stacks which sat down on the boiler were about five feet across at the top. Mr. Morgan happened to be fortunate enough to get one of the first steam locomotives which the company purchased from the Baldwin Locomotive works and had only been firing for a month when he was transferred to a run with Engineer Ellis on engine 205.

He stayed at Madison until in February 1885 when he transferred to Perry and was promoted to an engineer. His first work as an engineer, was on the switch engine in Perry yard and he still holds a letter of introduction which Division Master Mechanic P. M. Plumb gave him when he started out on Feb. 23, 1885 to learn the road to go into freight service. He has never done any firing since he was promoted. P. M. Plumb was the master mechanic with headquarters at Perry and Ed Jones was the roundhouse foreman. J. M. Bunker was the Train Master at that time.

Engineer Morgan was in freight service from 1885 until 1910 when he was assigned to a regular passenger run, having done extra passenger work for three years previous and when Billie McMannan died he caught a regular run. During the time he was in freight service the engines were assigned to the engineers and he had the 667 for nine years and the 654 for a continuous period of four years. There was a period of about twenty-one years when he only had three firemen Wallace Shipton, Thos. Pandy and Thos. Christensen, each having held the engine with him between six and seven years.

When Lon started to work the first engines were handling full tonnage when they had a train of sixteen cars, thirty and forty thousand capacity. Now a full train is close to one hundred cars with box cars ranging from eighty

to one hundred thousand capacity. In those days the engines were decorated with brass and the engine men took great delight in having the brass shine on their engines not only at the start of their run but at the end of the run. One trip which Engineer Morgan recalls something went wrong with their engine and they had to take it to the shops at Milwaukee for heavy repairs. Lon and his engineer spent a lot of time shining up the brass, giving it the "acid treatment" as they called it and when they pulled in the yards at Milwaukee Mr. Lowrey one of the officials was at the shops and complimented the crew very highly on the appearance of the engine. It stood in the sun and the brass fairly glistened, but after the engine had been in the back shops for three days in the steam and dirt it was a sorry sight. These were the days when the engine men spent much more time at the roundhouse when off duty than they do now and they did most of the mechanical work on their engines considering it sort of a disgrace if their engine had to be tied up for work.

Mr. Morgan has always been a steady worker and while he has never kept an accurate record of the mileage he made it would total somewhere around the two million mile mark as it was no uncommon thing in the old days for crews to double the road between Perry and Van Horne then Perry and Marion and some times when the stock business was heavy they would go over the road three times in the twenty-four hour period.

In all the years of his railroad work he has only missed two pay days and that happened about four years ago when he was remodeling his home and had he thought of the matter he would have worked a trip to have had his name on the pay roll each period. He made a couple trips to California and stayed a little short of sixty days but in each instance he did a day's work before to get on the pay roll the first of the month and as the company paid then only once a month he came back home and did a day's work on the last of the second month so that he did not miss receiving a pay check for either month.

Lon has been working a long time but there isn't another engineer on the division who gives the company a better day's work now than he does and his interests have been with the Milwaukee company so long that he feels that he is part of the family.

#### The Curbstone Philosopher Says,—

Music is getting so you can't tell if the neighbors are playing the phonograph, fighting, crying or washing the dishes.

The outlook for a decrease in profanity this year is discouraging. Three million auto owners will buy new cars, passing the old ones on to new owners.

A picture appears in a fashion magazine of something that is called a "vest-tee." It looks more like a shirt-tee without any tailer.

This country has gotten so prosperous recent years that any little old one-hour bank can attract a bandit.

It's my opinion that most women who used to read the fashion magazines to see what was going on, are now reading them to see what is coming off. Just when we got autos and balloon tires to get us away from home, along come radio and cross-word puzzles to keep us there.

Paying cash for what you want is a mighty good way to break yourself of wanting so much.

They even had oil scandals in biblical times. Look at the foolish virgins.





### "Our Safety Rally"

A "Safety Rally", I'm here to say,  
Is something we hold—but not every  
day,  
'Tis held by us but once a year,  
And attended by folks from far and  
near.

On April 6th, Nineteen Hundred Twen-  
ty-Five,  
At Eight P.M. or was it Eight Aught  
Five?

A General Safety Rally—our annual  
event,  
Was held at Minneapolis—Safety  
bent.

An audience of one thousand or more,  
Proved the meeting was good to the  
core,  
The chief and best address that eve,  
From Mr. H. E. Byram, we did re-  
ceive.

Other speakers too, gave interesting  
talks,  
Of Safety First and its meaning in  
our daily walks,  
How we can accomplish much by ever  
doing,  
Things to prevent accidents or injury  
accruing.

I'm hoping then, that these hours were-  
n't wasted,  
But that good results will ever be  
tasted,  
By those present and the others you've  
told,  
About the meeting, and it's subjects  
—old—"Safety First—and last."  
I thank you!  
Safety & Fire Prevention Bureau.  
By: V. J. Mattes.

### Keep On The Safe Side

Since about the year 1912 much has been written and said about Safety First and still the half has never yet been told. Committees have been organized on all railroads and manufacturing plants. These committeemen are ever on the lookout, not only to have all unsafe conditions corrected, but also to aid their co-workers to form habits that will keep them on the safe side of the DANGER LINE. While the decrease in accidents has been a great satisfaction to the Safety First workers, how many more hours of suffering could have been averted, how many more homes could have been saved the tears and heart aches caused by father, brother or sister, mothers, sons or daughters being brought home with their eyes and lips forever closed and all because they or some of their co-workers had not taken the words, spoken and written on Safety First, seriously. We are living in an age where all things move rapidly; people rush to and fro at break neck speed whether on foot or in some steam or motor driven vehicle and unless we can in some way instill into the minds of every man, woman and

child the principles of SAFETY FIRST we will be unable to eliminate very many of the awful accidents that occur daily. The question is how to get them interested. How are we to get this fast moving mass of humanity to stop, look and listen long enough to grasp the first lesson in accident prevention? When and where shall we begin? In some schools the subject has its time and place and if followed up daily is sure to bring results. And we believe that this is the proper place to begin teaching the principles of accident prevention but not the place to stop. We believe that every legislative body, from our Congress down to our own village boards as well as every church, lodge, club and society which holds meetings should devote some time to a talk or discussion on "How to avoid accidents", so that the idea of being careful at all times, may be uppermost in the minds of all men at all times. The greatest trouble today is that the majority of people do not try to cultivate SAFETY FIRST habits, but unthinkingly cross busy streets while the traffic police is doing all in his power to keep them back to allow traffic to pass the opposite way, and others will disregard the friendly crossing gates and defy the fast trains which may be only a few hundred feet away. Again how many people today insist on alighting from a passenger train on the opposite or double track side knowing that they are inviting death to immediately cut them down in so doing. And again we cannot say that the American people are not a thinking people. If a fractional part of the study and interest taken in cross word puzzles the last few months had been devoted to studying how to avoid accidents to our selves and our fellow workers, what an army of honest to God safety first workers we would now have enlisted in the work. And from this thought comes the idea that if the American people can not be interested in any other subject than a contest then why not start a contest in every state in the Union, along the line of ACCIDENT PREVENTION? Do something, the greater the move the better to get the entire population interested in trying to form habits that will make them Stop, Look, Listen and Think before stepping into danger. If each and every one of us will begin today to alight from the right side of the train, to obey the orders of the traffic police, to look both ways before crossing a street where there is no traffic officer to insist that the auto we are riding in be stopped before crossing dangerous grade crossings (and all grade crossings are more or less dangerous) and do the many other things that we know will help avert accidents, we will soon have not only acquired the habit of so doing but will also have taught many a fellow man what can be done with a little real American thought and effort. There are more people to the

square mile, more autos to each thousand population in America each year and this means that unless we adopt some means of teaching the people to avoid accidents there are sure to be more accidents as population and death dealing devices increase, so let us begin, not tomorrow but today to do our share to see that carelessness among our fellow men is as nearly eliminated as possible. It can be done and we are the people that can do it if we will but put our minds and hearts in the work.

Yours for safety,  
Guy E. Sampson.

### The Safety First Slogan

This slogan as has been applied in and around, railroad premises has proved by previous experience that the two little words have saved thousands of dollars in property value and also untold misery amongst passengers, strangers, and fellow workers. Our railroads having adopted this slogan have shown wonderful results but only through the efforts of everyone concerned. Therefore, some improvement has been shown but there remains much to be said and done in line with Safety First and this can only be accomplished by every one continually instructing and advising our fellow workers of the hazard of various working conditions and which methods to employ to avoid injuries, also the safe removal of all obstructions such as tools, machinery, warehouse equipment and especially cleats with projecting nails in and around warehouses, the latter being one of the easiest remedied and still seems to be the hardest, for how often do we hear of a man stepping on a nail which could have been avoided with proper caution.

There are hundreds of accidents that can be avoided and should be if every man will only stop and think what injury he may cause to others by his own negligence.

We hope that the day will come when every employe will realize and understand what safety first has done for him and his fellow workers—he will thank the man that first instituted Safety First on the railroads.

Therefore, let us all get the spirit of Safety First now and forever.

B. G. Pobloske,  
Asst. Foreman,  
Galewood Freight House.

### Safety First

Safety First is a thought that should be uppermost in the minds of all who are concerned with railroad work. To think safe in the first place results in acting safe, and when acting safe means preserving life, then it is decidedly worth while.

Statistics showing the great number

of preventable fatal accidents and preventable serious injuries sustained each year by railroad workers prove the necessity of safety first thinking and acting. But even greater proof of this necessity is seen every day by those who work where safety first is not the main thought.

When a thought of the safest way to act is carried in the mind, the action that must be taken in an emergency is almost automatic. And acting without having to stop and think often means prevention of accidents. One needs only to recall instances of this which have occurred to himself and he will see the part previous thinking of the safest course of action has played.

Safety First is in the minds and embodied in the work of those not directly engaged in work on the railroad. The designing engineers of equipment have to put it into their products. Perhaps some employees think that this fact makes it unnecessary for them to take precautions. Thus they put a careless dependence upon something that cannot, by its very nature, be completely safe, and come to grief. For example, "Standard Safety Appliances" on a box car does not mean absolute safety at all. But it does mean that if the equipment is handled properly and with an idea of co-operation with the other workers, the liability of accident will be reduced to a minimum.

It is a known fact that nothing is absolutely safe or fool-proof on a railroad. As long as there is a human element to reckon with, there is the possibility of something going wrong. This in a large part is due to faulty judgment in emergency although there are many other factors that enter into the uncertainty.

The other fellow can help to make it safer for you, but he cannot always save you. Even so, each man should think of the safety of others as well as safety to himself, and should do all he can to carry on the humane work of conserving human life and limb. Everyone should be a safety first committee unto himself. This means that he should report, or cause to have fixed, anything that may lessen the safety to himself or to others. Co-operation in these matters is a benefit to all and will make the railroad a better and safer place to work on.

The track-man can be a greater help to the engineman by doing little things that may not seem to be in his line of work. That is, if he is thinking about the safety of others and is on the alert to that safety surer, he will see many things that otherwise would escape his attention. We know that if we look for things we find them more quickly than if we just run across them.

The fireman's job may seem remote from that of the station agent and vice versa, yet the fact is the one may be quite dependent on the other in the matter of accident prevention. Very often the lives of several others may be dependent upon safe action by one man. Experience on the part of that one man tells him the right course to take. Now this experience is the result of doing and doing is the result of thinking. If the thinking has been done in terms of safety, as well as efficiency, then lives are safer. This is true in all phases

of railroad work, every minute of the day. If put to the pinch, an ounce of safety is worth a pound of chance.

Perhaps a few words to the fireman would not be amiss here, as he is an important cog in the railroad industry, therefore, vitally interested in his own safety as well as in the safety of others. In some places in the Chicago Terminals, freight yards, the tracks are very close together. This means that if the sides of a box car bulge out, not enough room is left for safe clearance of an engineman's head or shoulder. It is always well to be on the alert in places where this danger presents itself as it may prevent damage to car or engine. Of course, watching for close clearance on a switching lead cannot be impressed too strongly as many lives have been endangered or snuffed out by unseen corners projecting out onto a dead that was thought to be clear.

The fireman has chances to study and observe unsafe conditions from his vantage point in the cab. He can notice many seemingly unimportant danger points which might be passed by or overlooked by one on the ground. In such cases he should take pains to correct or have corrected these things. It may mean a lot to somebody some day.

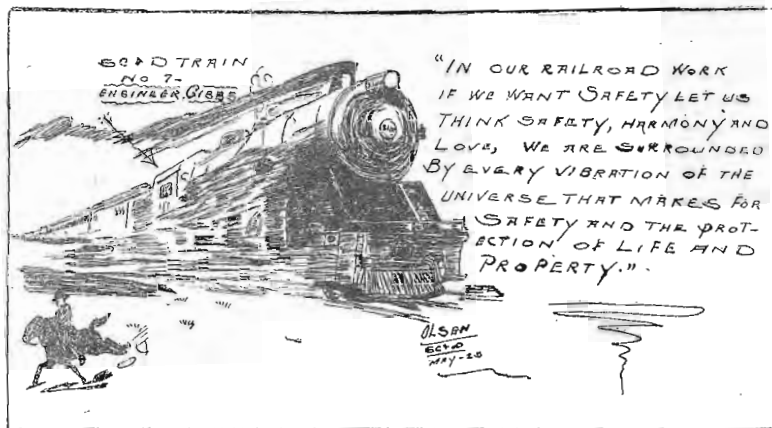
Fire prevention is a safety condition much sought after on a railroad. A combination of circumstances and general conditions always make fire a dang-

erous possibility and one that should be avoided wherever humanly possible. Take all means of co-operating with the safety appliances and measures for preventing this hazard which is so destructive of life and property.

Broken or bent switch points are seen and passed over by firemen as being safe enough to get by but sometime that point that should have been reported may give the fireman and his engineman a severe jolting, or perhaps it may be even more serious to some one else. A little thought and precaution will prevent this.

There is always grave danger in releasing steam and hot water. The blow-off cock is a very dangerous device when care is not taken to see that nobody is nearby or in direct line with the escaping steam and water. It is at the level of a man's head or shoulder and will severely burn and injure somebody that is close by when operated. Now blow off cocks have to be opened often at times when workmen or others are nearby. Water may get too high in the boiler and the first thought is to blow her down. If forethought is used before the engineman opens them, they are safe.

W. J. Whigman,  
Locomotive Fireman,  
Chicago, Terminals.



### The Cost

*A Wail of the Freight House Foreman*

The Supr. wrote to the Agent,  
And the letter read in this way—  
"I note that your cost of handling  
Is increasing a little each day.  
Exceeding the cost of last month.  
If it goes on in this way I fear  
Your monthly per ton cost of handling,  
Will go much over last year.

So lay off a clerk in the office,  
A steve and a trucker or two,  
We must certainly reduce expenses  
And this is about what we can do.  
We cannot accept any excuses  
So this you must do without fail,  
Now go and hop on the foreman  
And put a few kinks in his tail."

The Agent pondered the letter,  
And said "this sure makes me sore  
We have been reducing—reducing  
And now we must do it some more.  
If we keep on the way we are going,  
Cutting the cost every year,

'Tis plain to be seen by this showing,  
I'll be working for nothing I fear."  
So the Agent went to the Foreman,  
And told him what he must do,  
And said, "I have sure gone my limit,  
So I'm putting it square up to you.  
You must handle more tonnage per trucker,  
And cut down the men in each crew,  
All this must be done without raising the cost,  
And if you don't do it, you're through."

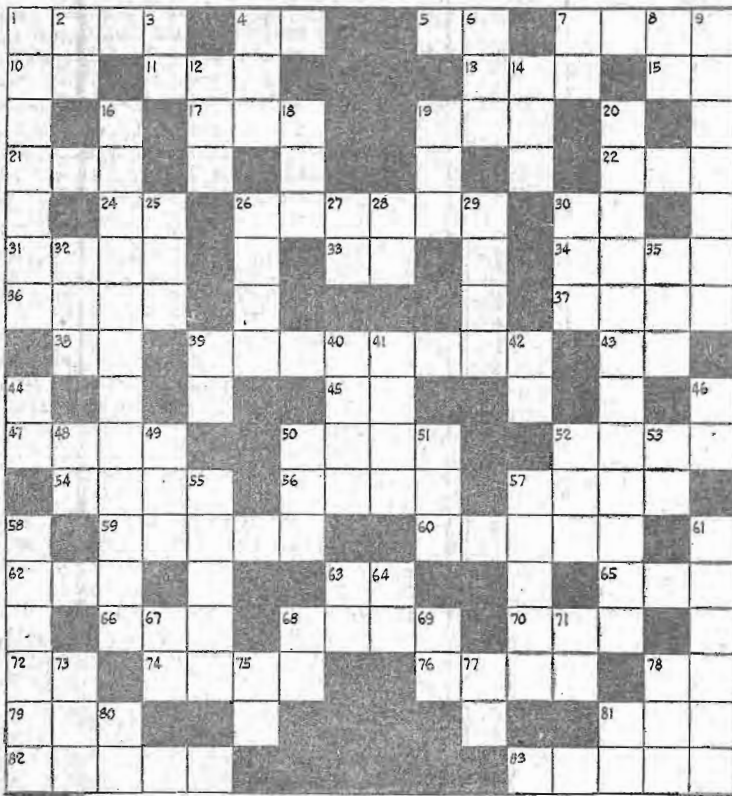
The foreman looked at the agent,  
His face got red and then pale,  
Then he said, "I'll do my darndest  
All I can do is to fail,  
But I hope when my trials are ended,  
And my job on this railway is lost,  
I'll get some position in heaven,  
Where I won't have to figure the cost."

### El Envoi

When the men higher up read this effusion,  
I think one and all they'll agree,  
That the hardest worked guy on the railroad,  
Is the poor freight house foreman. That's me.

C. B. Shull, Davenport, Ia.





**Cross Word Puzzle—Tree Design**

By Virginia Dostick

Solution will be published next month.

**Horizontal**

1. Orderly
4. Exist
5. Advertisement
7. Seed vessels
10. The King of Bashan
11. Frequently
13. Girl's name
15. That thing
17. Charge
19. A direction (abbr.)
21. Female fowl
22. Anger
24. Have existence
26. Diadems
30. A ridge of glacial gravel
31. Not at any time (contr.)
33. Pronoun
34. Coarse cotton fabric
36. Strong wind
37. Egyptian goddess
38. Note of the scale
39. Enticers
43. Initials of a famous American
45. Conjunction
47. Past tense of heave
50. Endure
52. Signs of indebtedness
54. Excrescence formed on the skin
56. Standard of pressure
57. Australian birds
59. Revealed
60. Game of chance
62. Night bird
63. By
65. Solution leached from ashes
66. Age
68. Tunes
70. Every (dial.)
72. Printer's half measure
74. Slip sidewise
76. Gumbo
78. Negative
79. Fabric with corded surface
81. Base
82. Shop
83. Scowl.

**Vertical**

1. Not anything
2. For example
3. Preposition
4. Consumed
6. Clamor
7. Parent
8. Prefix meaning two

9. Thoroughfares
12. Southern aristocracy (abbr.)
14. Lair
16. Inedible
18. Organ of the boy
19. To a like degree (contr.)
20. Calamitously
25. Sooner than
26. Cunning
27. Exclamation
28. Pronoun
29. Heavenly body
30. Japanese sash
32. Corrode
35. Tree
39. Tantalum: a chem. symbol
40. Bard
41. English term for street car
42. Abbreviation for street
44. Exclamation
46. Has being
48. Exclamation of pain
49. Period
50. Naughty
51. Fabulous bird
52. Mischievous child
53. Ourselves
55. Torso
57. One who takes nourishment
58. Those who ballot
61. Fame
63. Three toed sloth
64. Proof reader's sign meaning to change the position of
67. Bone
68. In the year of our Lord
69. Therefore
71. Egyptian god of the sun
73. Fabric of open mesh
75. A railroad (initials)
77. A southern state (abbr.)
78. At this time
80. Italian river
81. Behold.

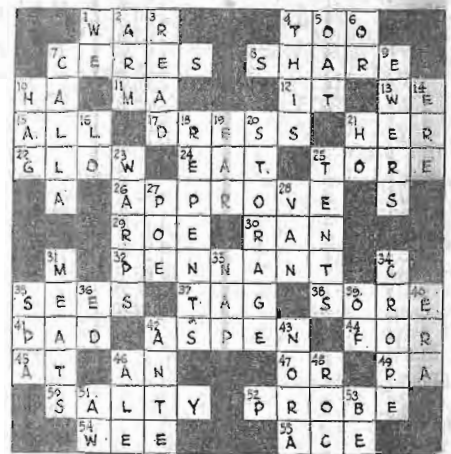
"Mamma," said a child recently, "am I descended from a monkey?"

"I don't know," replied mamma, "I did not know your father's people very well."

—Union Pacific Magazine.

Doctor: "I can sew up your scap for \$50."

Patient: "But, Doctor, I only want plain sewing—not hemstitching or embroidery."



**Solution to Puzzle**

By Mrs. Jos. Caldwell in April Magazine

**The Key Words To Success**

Dear Editor:

I am a constant reader of our magazine, and have derived much pleasure from the consideration of its many good and enlightening editorials, so perhaps you will let me add a word concerning my ideas toward the success of this great railroad.

I have nothing new to advance, but only to emphasize some of those which have already been brought out in these pages. It seems to me that co-operation and efficiency are the key-notes of the hour in all lines of industry, and I would like to give my experience and my conception of co-operation and how it can be promoted.

First,—are we living in a time in which people who are driven can be expected to yield loyalty and good-will. Loyalty and good-will are the foundations of co-operation, and we need to study every means by which these qualities may be fostered and furthered. It is my belief that if we deal with others in the same spirit of consideration that we would like to have shown us, we will be promoting a fine spirit. I believe a word of praise in the right place is one of the best investments that we can make, for it creates good will, which helps tremendously on the next day's work, no matter how humble it may be. Try to see the good things and be diplomatic about correcting mistakes, for here is one place that more harm than good can be done by lack of good-will and diplomacy, especially when a man has been very sincere in doing his work, but yet has made a mistake. Also, whatever your line of work is, be sure that your help is fully informed in order that they may give you their fullest co-operation. Much of the confusion in doing work is caused by the leader not keeping his men thoroughly acquainted with the nature of the work, or what it is expected to accomplish, and the reasons for doing it in any certain specified manner. Most employees expect to use a certain amount of intelligence, but when they do not have a full understanding of the situation, how can they be expected to exercise either intelligence or initiative? Such negligence only causes disgust and confusion and slows up the progress of the work at the expense of the company. Let there be understanding and there will be co-operation and loyalty.

A. W. Lewis,  
Conductor, R. & S.W. Div.

# S P O R T S

## Chicago League Notes

The 1924-25 season finished Tuesday night, March 24th and the honors for first place go to Car Accountant No. 1 who averaged 900 for the season. The Aud. Sta. Accts. were in the runner up position with an average of 880. Third and fourth place was shared by the Freight Auditors and Ticket Auditors; the Freight Auditors had to win three games on the last night, however, to tie for this position. The second division staged a hot contest, only five games separating fifth and eighth position. The Asst. Comptrollers crawled out of the cellar for the first time this year by taking the entire series from the A.F.E. Bureau on the last night and thus winning the \$5.00 consolation prize.

Faus the diminutive bowler of the Comptrollers team had plenty of success and captured first place in the individual average with 191-73 while Treskett finished in the runner up position in that event with a nice average of 187-59. Gavin and Krizek had a pretty fight for third position, the latter winning out by the narrow margin of 10 pins.

Eddie Knoll carried away the high individual three game average with a nice total of 677, while Faus finished in second position with 672. Faus also toppled the maples for 284 which was the high single game of the season, while Krizek and Gavin tied for second place with 256 each. Honorable mention must be given to Tobin of the Aud. Sta. Accts. team who also counted a 256 but was unable to qualify in the prize money account of his late start in the league.

It looked as though Car Accountant No. 1 would capture high team game with 1011 but the Freight Auditor nosed them out with a count of 1048. Aud.

Sta. Accts. 1000 game the last night placed them in third position. Car Accountant's No. 1 three game total of 2982 was not even threatened by any other team and it might be well to say here that this is the highest total shot in the League during its four years existence. Freight Auditor captained by "Lille Joy" finished second with 2855 while Eddie Heyn's pin spillers with a 2821 total grabbed third position.

The League as a whole was a success and compared to former years the boys are getting better and better every year. Everyone seemed to be satisfied.

The boys received their prize money Saturday, March 28th and it is said that some bought new spring bonnets so they could promenade Michigan Boulevard on Easter Sunday.

Here are a few 600 series rolled recently which shows the boys are in trim for Janesville. Knoll, 622; O'Shea, 632-606; Hegardt, 600; Faus, 602 and Gutfahr, 617.

Balderson who has been helping out the A.F.E. Bureau occasionally surprised everyone by crashing the pins for a 234 count on March 24. We hope to see you shoot regular next year, Baldy.

The stellar performance of the year goes to Blumberg of the Ticket Auditors who turned in a grand total for three games of 280 or an average of 93-1. Too bad we have no "Booby Prize".

By looking over the individual average it is not necessary to say that a great race was staged as only a few pins separated the various positions.

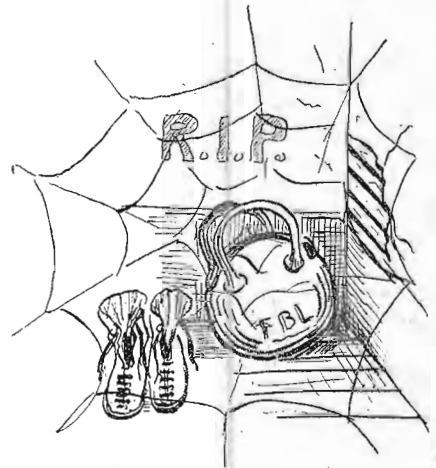
The C. M. & St. P. will be well represented in the American Railway Bowling Tournament to be held in Detroit during April. Five teams will take the drives on April 18-19th, and try to

bring one of the titles to this road. The Milwaukee road has won two first places in recent years. Tommy Gavin took first place in the singles while Faus and Dale captured the double's prize.

At the time of publication of this issue the Fourth Annual Tournament of the Milwaukee Employees will be completed and it was bigger and better than ever this year. Janesville fulfilled its promise and surely treated the boys in royal style, and we wish to thank Janesville and all who helped to make the tournament a grand success.

The boys have all discarded their bowling paraphernalia and put their ball and shoes away in the darkest corner of the closet there to repose in peace until the middle of September when the bombardment will begin again. More power to you next year boys.

## END OF A PERFECT SEASON



## Cross Words Enunciated

It is claimed that the cross-word craze will improve our vocabularies. "The Cross-Word Puzzle Book, Third Series," goes so far as to give a sample conversation between two addicts, as follows:

Mrs. W.: "By the way, didn't I hear that your little Junior met with an accident?"

Mrs. F.: "Yes, the little oaf fell from an apse and fractured his artus."

Mrs. W.: "Egad!"

Mrs. F.: "And to make matters worse, Dr. Bloop botched it so we had to trek into town for a specialist."

Mrs. W.: "Joe's ire was so aroused that he told Dr. Bloop right to his visage that he was a dolt and an ort."

—Boston Transcript.

## This Office

Here's to Sioux Falls Station,  
And her territory fair,  
It's a link in the Milwaukee System,  
And you can't beat it anywhere.  
W. D. Griffiths is Freight Agent,  
And his system seems to work  
Like a big smooth running auto-  
Going along without a jirk.  
If you step into his office,  
He will greet you with a smile,  
Efficiency and Courtesy  
Is always Griffiths' Style.

H. B. Olsen, Opr.

## Chicago Bowling League Standing

Teams	Won	Lost	High	Average	Prizes
Car Accountant No. 1	55	29	1011	900	\$55.00
Aud. Sta. Accounts	49	35	1000	880	49.00
Freight Auditor	44	40	1048	860	44.00
Ticket Auditor	44	40	992	857	44.00
Car Accountant No. 2	38	46	922	811	38.00
Comptroller	37	47	948	825	37.00
Assistant Comptroller	36	48	944	812	36.00
A. F. E. Bureau	33	51	918	810	33.00

## Individual Average

	Games	High	Total Pins	Average	Prizes
Faus	78	284	14971	191-73	\$20.00
Treskett	81	233	15206	187-59	18.00
Krizek	63	256	11680	185-25	16.00
Gavin	84	256	15555	185-15	14.00
Snyder	63	232	11556	183-27	12.00
Dale	60	244	10941	182-21	11.00
Krumrei	66	222	12031	182-19	10.00
Gutfahr	84	232	15268	181-64	9.00
O'Shea	84	243	15217	181-13	8.00
Specht	81	226	14487	178-69	7.00
Knoll	81	237	14450	178-32	6.00
Heyn	84	247	14969	178-17	5.00
Hettinger	75	242	13346	177-71	4.00
Burke	57	231	10142	177-53	3.00
Ciesnski	81	233	14349	177-12	3.00
Gentz	84	227	14799	176-15	3.00
Gumz	81	236	14203	175-28	3.00
Earle	66	244	11522	174-38	3.00
Lippert	57	230	9903	173-42	3.00
Garey	81	233	13951	172-19	3.00

## High Team Average—Three Games

Car Accountant No. 1	2982	\$10.00
Freight Auditor	2855	5.00
Auditor Station Accounts	2821	2.50

## High Single Game

Freight Auditor	1048	10.00
Car Accountant No. 1	1011	5.00
Auditor Station Accounts	1000	2.50

## High Individual Average—Three Games

Knoll	225-2	\$10.00
Faus	224	5.00

## High Single Game

Faus	284	10.00
Krizek	256	2.50
Gavin	256	2.50



## Little Practices Form Big Habits

Louis Moser, Section Foreman, Allen's Grove, Wisc.

As a member of the Safety First Committee of the R. & S. W. Division, it seems to me that an article on the Safety First movement from a trackman's point of view might not be out of place, and I submit the following:

Patrol tracks daily to see if there are any defects in switches or any other part of the track, especially during cold weather and during and after heavy rainstorms. If any defective place is found, report at nearest telegraph station. Also leave proper signals at dangerous spot found. Ice forming under wing rails of frog, also toe of frog being low, will raise up wing rail—resulting in derailment. All guard rails, frogs and switches should be properly blocked at all times to standard rule, to prevent any one getting his foot caught, and run over.

All main line switches should be provided with camlocks, where trains reach high rate of speed. I have found, of late, two cases where trainmen forgot to lock main line switches, thinking they would be back again at above switch, but failed to do so (very important). Ends of switch ties to be sawed off to uniform length (16 inches from outside rail) also timbers under the mechanism of interlocking plants, so trainmen will not fall over them.

Platforms at depots should be cleaned off during and after snowstorms; salt should be used on platforms during and after sleet storms. Pieces of boards or planks with or without nails in should be removed from all platforms, and from around stockyards or any other building where trainmen are doing switching, or shippers are frequenting.

When taking up crossing planks do not leave them beside the tracks with the spikes turned upward, as a trainman is liable to run one of the rusty spikes through his foot—blood poisoning might be the result and perhaps he dies.

A track jack should never be operated on the inside of rail if it can be avoided, and it almost always can be, and when absolutely necessary to so operate it, protection should be afforded by flag. Gates at stockyard chutes should be kept closed on account of trainmen getting hurt riding the side of a car.

Following are a few important things for trackmen to remember and comply with:

Watch out for trains, do not depend on the other fellow. On double track move always against the current of traffic. Don't operate hand cars or other track vehicles at night without proper light.

Don't operate hand cars without one man facing forward and one backward.

See that spike mauls are not loose on handles. They may fly off and injure someone.

Don't jump on or off moving cars or engines. It is dangerous and your work does not require it. See that material is kept a safe distance from track so trainmen on side of cars will not be struck by it. Always bend nails down before throwing boards away. Keep

torpedoes when not in use in safe place under lock.

Draw bars, spring, brake shoes, lumps of coal and similar litter should be kept cleaned up from yards where trainmen are liable to stumble over them. Don't wait until regular cleaning up time; throw it aside in a safe place each day, as you are passing back and forth through the yard.

In operating cars around sharp curves where view is obstructed, stop and listen for trains. If a long curve, send a man ahead, as lookout; trains are liable to run at any time in either direction. Look in both directions, before stepping upon any track, especially in yards.

Do the best you can to keep clear of trains, but if you are about to be caught by train, don't risk your life trying to save a hand car.

At the conclusion of this article, I would like to make one demand on all engineers:

Please sound your whistle frequently during foggy weather or snowstorms, especially around curves.

These are a few of the minor safety precautions, and if they were made a part of our daily habits they would save our company large sums, which could be spent in further fields of safety to our lives; and these little things formed into habits will make a concrete foundation on which to build our greater and more important safety practices.

## A Short Historical Sketch of the Kickapoo Railroad

Thirty-four years ago there was a railroad built up through the valley of the Kickapoo River, from Wauzeka to Soldiers Grove, a distance of 34 miles; and 7 years later, or in 1898, this railroad was extended to La Farge or rather to Seeleyburg, about 1 mile north of La Farge, making the total length of the line 52 miles.

This road was built and operated by a stock company, the bulk of the stock being owned by five or six men residing in Milwaukee.

The name of the road at that time was "The Kickapoo Valley & Northern," 8 or 10 years later or about 1900, the name of the road was changed to "The Wisconsin-Western".

From the beginning this road never declared a dividend, until they sold it to the C. M. & St. P. Ry. Co., in 1903, and that was the time that the writer became acquainted with this notorious piece of railroad. As being roadmaster of the old P.D.C. Division of the C. M. & St. P. Ry. at this time, this new acquisition came under his charge, to look after the maintenance and physical condition of the track and roadbed, etc.

I spoke of this railroad as being notorious, it is so, in being the crookedest railroad in the state. There is 88 curves on this 52 miles of track, curves ranging from 6 degrees to 12 degrees in curvature; there is 81 bridges and 87 culverts and other water-ways on this line; the line crosses the Kickapoo River 13 times; (but there has been many times that the Kickapoo River has crossed the railroad, over the top.) We have had many bad washouts on this line, once in 1907 the line was tied-up 21 days on this account, again in 1911 we were tied up for 20 days, and many times for 3 or 4 days.

The Kickapoo River is a small placid stream, normally, but, when on a rampage, she is like her native rattlesnake, nothing will stop her until she sinks her fury in the noble "Wisconsin" at Wauzeka.

When you travel up this railroad, and observe the bluffs on either side of the valley, 300 feet high above the river and railroad (for the railroad is in the valley all the way) and note the width of the valley in places where it is but 60 rods wide between the bluffs, and understand that the head-waters, or river at La Farge is 150 feet higher there, than at Wauzeka, it will give you some idea of the velocity of the water when it raises 20 feet above normal; but they raise some of the finest tobacco in the state in this valley, and stock, cattle, hogs and sheep and politicians;—say; they have produced a state governor, are always represented in the state legislature and the major portion of the offices in the county court house at Prairie du Chien are occupied by Kickapooigans.

Wm. Hickey,  
Solicitor.

## LUBRICATION AND ITS EFFECT ON LOCOMOTIVE SERVICE

A Report Presented at the Annual Convention of the Traveling Engineers' Association

(Concluded on page 17)

respect, as the results of the following tests show.

The test equipment was the same as that mentioned above and the starting or static coefficient of friction was as follows:

With "A" oil, coefficient at start .0034  
With "B" oil, coefficient at start .0026  
With "C" oil, coefficient at start .005  
With "D" oil, coefficient at start .007

The "B" oil is shown far superior to the others, having an efficiency of 30% over the "A" oil and 170% over the "D" oil. This is caused by the "B" oil having superior adhesion qualities at running temperatures, so that it does not drain off the journal readily when at rest, and also having superior body it is not readily squeezed out of the load when at rest.

The foregoing gives in a brief and crude way the laws of friction and also the effect of lubrication in overcoming or rather reducing it, and shows what effect high-class lubricants must have on locomotive service.

The effect of non-efficient lubrication on locomotive service may be divided as follows:

The power losses due to the friction of the various parts.

The loss of metal due to wear.

The various losses of time and material due to heated bearings.

The reduced tonnage and increased coal consumption and delay due to pistons and valves blowing.

The time when engines are held out of service for repairs, and the expense of labor doing repairs.

The first item of power losses due to friction is in general not given much study or consideration in locomotive service, on account of it being a hidden loss and also sometimes from the opinion that it cannot be in any way controlled, or that perhaps any friction reduction that could be made would not cause much benefit.



## NATIONAL RAILWAYS OF MEXICO TO BE RETURNED TO PRIVATE OPERATION

Passing of Government Operation in Mexico Follows Similar Experiences on 100,000 Miles of Government-Owned Railroads Since 1920

The government of Mexico will return the National Railways of Mexico to private operation on July 1, 1925, according to the foreign news service of the New York Evening Post.

This adds one more chapter to the admission that direct operation of railways by governments is a policy fraught with financial and social disaster.

Prior to this return, the Mexican government will re-adjust the salaries of railroad employes downward, reduce the number of employes, rearrange freight and passenger rates, pay the floating debt, repair the road-bed and in general undertake to place the railroad in as good condition as it was when seized by the government in August 1914.

Formal possession of the Railways was taken by the Mexican National Government by a decree of December 4, 1914. Interest on the company's outstanding securities ceased June 1, 1914. Continuous successful operation was impossible during the period of the Rebellion, but has been little better since, the deficits for each successive year to date having been approximately 23,000,000 gold pesos or \$11,500,000.

The Mexican government owns approximately half the stock of the National Railways of Mexico. The balance of the stock and practically all of the bonds and equipment trust notes are owned in this country and abroad. The return of the Railways to private management is pursuant to an agreement negotiated with the government of Mexico by representatives of the holders of these securities which have been without return since 1914.

Since the World War almost every country having government ownership of railroads has sought either a return to private operation and ownership or to gain some of its recognized advantages by placing state railroads—as nearly as possible—in the form of a private railroad corporation.

### Nearly Thirty Percent of College Endowments in Rail Securities

Nearly thirty percent of all the income producing endowments of the principal colleges, universities and technical schools throughout the United States are invested in steam railway stocks and bonds.

This is shown by replies received from sixty-five of the foremost endowed colleges and other educational institutions of this country in response to a questionnaire recently sent to them by the Bureau of Railway Economics.

The total book value of the productive investments of those sixty-five institutions amounts to \$531,696,687. Of that amount, \$148,270,687 is invested in steam railway securities of 27.9 percent of the total. Investments in steam railway bonds by those sixty-five colleges alone total \$129,150,352, while investments in railway stocks amount to \$19,120,581.

Leland Stanford University in California ranks first in the amount invested in railway securities. Of its total productive investment, \$13,907,000, or 49.8 percent represents investments in railway securities.

Harvard University with \$13,681,396 or 31.8 percent ranks second and Yale, with \$12,536,411 or 33.8 percent invested in steam railway securities is third.

Chicago University, with \$11,513,005 or 29.8 percent is fourth; and John Hopkins University with \$10,156,904, or 53.8 percent is fifth.

A number of smaller schools have still larger percentages of railway investments, notably, Connecticut College for Women with 90.8 percent; Catholic University of America with 89.3 percent; Barnard College with 81.9 percent and Bryn Mawr with 60.7 percent.

Of the \$52,695,357 in productive investments that have been made by Columbia University, \$8,966,550, or 17.0 percent is in railroad securities; while Massachusetts Institute of Technology has \$5,759,000 or 20.1 percent and the University of Pennsylvania has \$5,374,040 or 37.9 percent. Princeton University has \$7,437,040 or 51.3 percent invested in steam railway securities.

### Talking Points

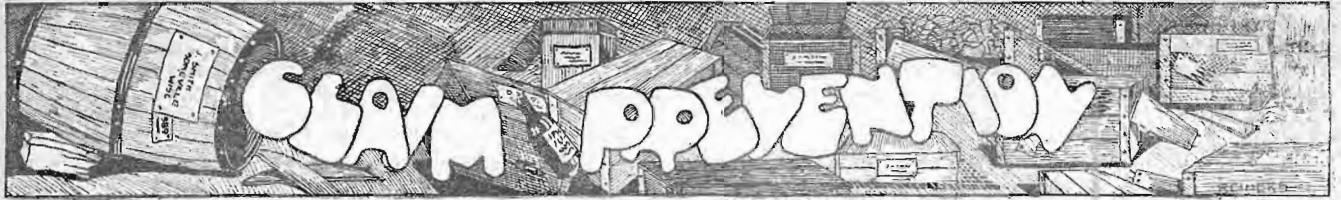
On 302 railroads, operating about seventy per cent of the total railway mileage in the country, 520,000,000 passengers were carried in 1924 without a single fatality. During the same year there were 2,268 persons killed at highway crossings on the same lines. Crossings are dangerous and it is impossible for the men who operate railroad trains to prevent accidents thereat without the co-operation of the public.

That freight and passenger rates are still higher than before the war is generally known, but not all know just why this is true. The goal for which we are all striving is to have it generally, if not universally, known why. The aim of every speech that is delivered by a railroad man, of every piece of literature that is sent out and of all publicity that is obtained is to make this "why" plain to all. They are not higher because of "capital charges" per unit cost, as Dr. Lorenz so plainly shows in his recent study. The reason is found solely and alone in increased operating costs and taxes. The farmer as well as the business man knows that his operating costs are higher than in pre-war days. By the same token it ought not to be difficult to show him that railroad operating costs are likewise higher. Once convince him of this fact and the argument has been knocked out of his demand for lower rates. The average man wants to be at least reasonably fair, even to the railroads, as the improved sentiment toward the roads plainly shows. And this improved sentiment is largely due to the work that has been done to keep the public informed.

The strength of a railroad, like that of an individual, is best known by what it does in an emergency. When the peak load is on how does the railroad perform? Does it meet the emergency without flinching, or does it fail at the crucial moment? Measured by this standard the American railroads may be considered strong and reliable. During the peak business of the past two years they met every emergency and without inconvenience or loss to shippers. In October last they moved more tonnage than during any previous year of their history and still had surplus cars that could have been called into service. This was especially true of western roads, which must meet the demand of the great agricultural section at harvest time or be sorely criticised by western farmers. In four months last year, August, September, October and November, the railroads moved 1,133,000 carloads of grain and grain products, an increase of 25 per cent over the preceding year. This indicates preparedness for any emergency and shows how strong the railroads really are. But, in preparation for this emergency the roads spent almost \$2,000,000,000 in recent years for new equipment and improvements. If they would continue strong they must go on putting new money into their plant, for the demands of the future will as far exceed those of 1924 as those of 1924 exceeded former years. To get this money they must be permitted to earn the "fair" return to which the Interstate Commerce Commission says they are entitled.

Railroad taxes in 1911 averaged \$270,211 a day. In 1924 they averaged \$940,092 a day, an increase of \$669,881 for each day of the year. The gain per day in 1924 over 1923 was \$15,888. It should be remembered that these enormous increases must come directly from the receipts from the sale of freight and passenger service. In view of the fact that the roads are not earning the return to which the Interstate Commerce Commission says they are entitled it would be well to press demands for lower rates upon a sincere effort to reduce the charges the roads are compelled to pay before any net return whatever is possible.





### To Receiving Clerks and Other Employees Who Receive Freight For Transportation

As receivers of freight for transportation you are in the most advanced trenches of the Claim Prevention Army. You are the first line of defense against freight loss and damage, and your Company relies upon you to see that shipments are started right on their journey. To accomplish this you must see:

1. That no freight is accepted unless it is in condition to withstand ordinary handling in transit.
2. That containers are secure, fit to protect the shipment, and meet the requirements of the Classification Rules covering.
3. That proper description, correct marks, and full number of articles offered for shipment appear on bill of lading and shipping order.
4. That bill of lading is properly and legibly made out and signed, and that the information on shipping order is identical with bill of lading.

It is extremely important that freight be properly crated, boxed, wrapped, or otherwise prepared for shipment, and second hand containers particularly should be examined carefully, as they sometimes bear old marks and are often unfit to carry the commodity to destination. It is not uncommon to see barrels constructed to carry 200 lbs. loaded with from two to four times their carrying capacity; crates with parts of contents protruding; new and second hand containers too light for their contents so that they fall apart under ordinary handling; and barrels and boxes with contents rattling, indicating improper packing. Any one of these conditions invariably results in claim being presented, and when they exist freight should not be accepted. Articles which are not worth freight charges, shipments of household goods, and freight destined to non-agency stations must not be accepted unless freight charges are fully prepaid.

When bill of lading and shipping order are presented, record must be made on the latter indicating each package received and that marks on packages agree with those on the shipping papers. If case numbers are shown, they should appear on bill of lading and shipping order. They serve as additional identification. Encourage the shipper to show his name and address on the freight preceded by the word "From". Such freight speaks for itself if separated from waybill. The State in which destination is located and County, when there are two or more places of the same name in the one State, also the street address when freight is consigned to large cities, should invariably be shown. It saves delay in making delivery.

When satisfied that shipments can be accepted, you sign the Agent's name to bill of lading, by use of stamp or otherwise; this thereby becomes a contract

between the Shipper and the Railroad. Under this contract the Railroad is required to transport and deliver the freight to consignee in the same apparent good condition as received, and if it becomes damaged or lost a claim results. Many of these claims can be prevented if you are particular to see that all freight you receive for is plainly marked, securely packed, and accompanied by a legible bill of lading and shipping order. While you have the marks on the packages to guide you, the billing clerk must waybill shipment from information shown on shipping order, and if you bear in mind the fact that as soon as bill of lading is executed a continuous chain of clerical work is started, including rating, billing, revision, reports, issuance of freight bills, etc., right along the line to the Delivery Clerk, you will realize how essential it is that these documents be perfectly legible and absolutely accurate in every respect. If you use a stamp for signing bills of lading, keep it in your possession at all times, so that no unauthorized person will have access to same. When placing receipt stamp on bill of lading it should be done in a legible manner, showing Agent's name, also be sure to sign your name in space provided. Never accept a bill of lading or shipping order that shows an alteration, unless signed by the shipper, or authorized by your foreman.

While keeping the interests of your Company uppermost in mind, do not overlook the fact that our shippers are entitled to every consideration. Their co-operation is absolutely necessary if best results are to be obtained and this can only be secured through courteous dealings with them and their representatives. Our point of contact with the shipping public is largely through trucking concerns whose drivers are generally amenable to reason when properly approached. The impression left with these men is often far reaching as regards the routing of future shipments, therefore, it is of the utmost importance that our attitude be not misconstrued and any possible criticism avoided.

The efficient receiving clerk will keep posted in the requirements of his position and fortify himself with a working knowledge of the Consolidated Freight Classification, and Instructions Governing the Operation of Freight Stations.

Remember—"WELL BEGUN, IS HALF DONE".

### To Checkers and Other Employees Who Check Freight

In checking at loading, transfer, and destination stations you play a very important part in the great industry of transportation, care and accuracy being essential if the economic waste by reason of loss and damage to freight is to be reduced.

There are many ways in which you can aid in Freight Claim Prevention. For instance, if you familiarize yourself with Consolidated Classification require-

ments, especially the rules covering the commodities you handle most frequently, you will be able to more readily detect shipments which are improperly prepared.

There is a three fold responsibility attached to your work.

First. To make certain all checking is accurate in that it represents exactly the quantity, marks and condition of articles received and that freight is routed to proper car or section of freight house.

Second. To discover and correct errors of others previously handling freight, shipping order, waybill or tally slip.

Third. To supervise the work of your caller and truckers and be positive they are performing their duties correctly.

When loading freight if there seems to be a discrepancy in weight, verify by placing shipment on scales. If you find outbound shipments without marks, improperly marked or bearing double marks take up with the Receiving Clerk immediately so that correction may be made before freight leaves your station. See that shipping order is in proper shape for billing clerk to handle, and that the information corresponds exactly with the shipment as to quantity, description and marks. Insist upon your caller giving you the full name and address, case numbers, etc., appearing on the freight, so that you can check same against shipping order or waybill, which should bear check marks indicating number of packages tallied and your initials. You should also see that truckers do not make improper use of hooks, that freight liable to be stained is not placed on oily or dirty floors, that fragile shipments and liquids are set down carefully and sufficient help is given trucker in handling heavy pieces of freight.

One of the most effective methods of reducing freight loss and damage is to eliminate overs and shorts. A great deal can be done in this direction by instructing truckers in such a way that they will learn spot location. You can then verify return ballots to make sure freight has been properly loaded as the shipment out of route is more likely to be pilfered or damaged than when accompanied by waybill. This is also true where freight is placed in the wrong section of the freight house.

A complete description of all discrepancies with probable cause of loss or damage is absolutely necessary in order to take preventive measure. "ONE BOX BROKEN" does not mean anything in freight claim prevention. To prevent loss and damage the cause must be known with reasonable definiteness. The checker is in a better position to know this than any other person. If proper notation and full report of observations are made loss and damage will diminish and less claims result.

In checking at transfer or junction points, care should be exercised to see that all freight covered by the waybill

is received and in proper condition to go forward, damaged packages must be recovered, proper record of all overs, shorts, damage or other exceptions should be carefully and clearly noted on waybills or transfer bills showing name of station and date to safeguard this Company's interest in case of claim. It is important to show affirmatively on the waybill that the shipment was actually checked, as failure to do so renders the transferring carrier liable for any loss or damage developed by the next subsequent check.

When unloading freight inspect the loading and stowing. Stand inside of car whenever possible and prevent pilferage and rough handling. If found damaged or pilfered a thorough check and inventory must be made and all damaged packages recovered. In making notations regarding short and damaged freight be particular to record exact condition together with your opinion of the most evident cause whether due to rough handling, faulty container, inadequate packing, improper loading or stowing, etc. If freight checks over make out

over report covering, showing all information so that it can be properly disposed of. When the unloading of car is finished see that information called for on face of tally pouch is complete and that all check-out slips are enclosed therein and returned to the office.

The co-operation of all concerned resulted in reducing freight claim waste last year. We are counting on your sincere and active help to make a still better showing this year.

Remember—CAREFUL CHECKING CHECKS CLAIM CAUSES.

## C. M. & St. P. Ry. Woman's Club

### Chicago Chapter

The regular monthly meeting of the Chicago Chapter was held on Saturday, April 11th, in the Club Rooms, and although this particular Saturday is a busy day for everybody, our meeting was well attended.

Delicious lunches are served at each meeting, and Mrs. C. H. Dietrich, Chairman of the Social Committee, with her assistants, surely do make excellent coffee.

We had as our visitors Mrs. Woodward, President of the Kansas City Chapter; Mrs. R. G. Larson of Sioux City; and Mrs. Ingraham, President of the Bensenville Chapter, and several of the Bensenville ladies. We are always glad to welcome visitors to our meetings, which are held on the second Saturday of the month, at 2423 Southport Ave., at 1:00 P.M.

The Chapter is steadily growing, membership now over 350, and while Fullerton Avenue Building is greatly in the lead, we would like more of the girls to join the Chapter. An invitation is also extended to all of the Ladies of the Milwaukee to join the Club.

Several very interesting volumes have been sent to our Library by our friends for which we are very grateful. The Library is open during the noon hour every Friday.

Our Welfare Committee has extended assistance to some very worthy cases, which has made us all happy.

It is planned to hold the meetings out of doors during the summer months, and every one is anxiously looking forward to some good times.

An excellent program was arranged by the Program Committee, of which Mrs. W. B. Dixon is Chairman. The numbers were vocal and piano solos rendered by Miss Lucille Wade, Mrs. Mabel Crockett Dodds, Miss Winifred Thompkins and two violin solos by Mrs. Chas. Pearson, Mrs. Dodds at the piano. The program was cordially received and greatly enjoyed.

### Ottumwa Chapter

The regular meeting of Ottumwa Chapter was held in Moose Hall, Saturday afternoon, March 14th. After the business session a contest was held in which Miss Cecilia Thorne won the prize. Light refreshments were served.

The problem that has been confronting us with reference to a Club Room has now been solved. The old office formerly occupied by the Roadmasters has been vacated, cleaned and painted and turned over to the ladies for their

use. Needless to say this is much appreciated by all the members.

The baking sale held in the Railway & Light Company Building on March 28th proved quite a financial success. An apron sale is being planned for the near future.

At the present time the principal topic of discussion is the dance to be given in the Armory, May 5th. All arrangements are being made by the following committee:

Mrs. Ralph Replogle, Chairman  
Miss Katherine Gohmann  
Miss Gerada Long  
Mrs. A. C. Daacke  
Miss Ralph Davis  
Miss Ilee Sowders  
Miss Marguerite Kissinger  
Miss Elizabeth Evans  
Mrs. C. D. Smith  
Miss Cecilia Thorne  
Mrs. H. J. Bowen.

### Mason City Chapter

The monthly meeting of Mason City Chapter was held on the afternoon of March 26th at the Club Rooms. Reports of the officers and the different committees were read. Mrs. Ulrich, Chairman of the Social Committee, reporting that \$64.70 was cleared at the last card party. Three new members were enrolled making our total membership 152. After the business and short program, a delicious lunch was served. The suggestion of spring was carried out in the decorations and a huge bowl of daffodils which stood in the center of the serving table. Our guests for the afternoon were Mrs. Schram and the Misses Alfa Mae and Ruth Christoffer. Our next social affair will be a card party for the husbands, all of whom are so keenly interested in our welfare and have helped so generously in money and services. The party will take place about the middle of April.

Another Chapter has been organized at Mitchell, S. D., under the auspices of the Mason City Chapter. Mr. and Mrs. Christoffer; Mrs. Wm. Johnston; Mrs. H. G. Crow and Mrs. Roy Harmon went to Mitchell in Superintendent Christoffer's car to attend the initial meeting and assist in the organization.

### Des Moines Chapter

March and April have proved to be very prosperous months for the Des Moines Chapter of the C. M. & St. P. Railway Women's Club and several social events have been enjoyed by our members and friends.

Mrs. Thomas Ridpath, Chairman of

the Membership Committee, who with her co-workers has been making an extensive drive for new members, presided at a tea given at the Y. W. C. A. Club Room, March 23rd, which was a most successful affair.

The program consisted of:

Two readings by Helen McCarthy.

Drum solo by Roland Chinn who was accompanied by his mother, Mrs. Guy Chinn.

Two readings by Dorothy Ridpath.

Two readings by Kathaleen McGovern.

Light refreshments were served by the Social Committee and a social hour followed. Several new members were enrolled at this meeting and others have promised to join our ranks soon.

Our regular monthly business meeting was held the evening of March 27th, at the Club Room of the Y. W. C. A. Building and after minutes of previous meeting and reports of the Chairmen of the different committees had been read, new business was brought up and plans for a card party were discussed and it was decided to hold one the evening of April 11th.

The entertainment for the evening was under the supervision of Miss Bernice Russel, Chairman of the Program Committee and an interesting program was presented, which consisted of the following:

Solo—Erma Sydnos.

Talk on South America by Mrs. Fleck, which proved to be very interesting as Mrs. Fleck and her husband, Dr. R. Fleck spent two years in the tropics of South America. She appeared in native costume and exhibited souvenirs that had been made by the Indians of that country.

Drum solo—Roland Chinn.

Reading—Helen Ashim.

Piano solo—Fredrick Schmitz.

Reading—Mary Clisp.

The Benefit Card Party which was held the evening of April 11th, in the Insurance Exchange Building was largely attended and everyone reports having had a very pleasant evening. Much credit is due Mrs. Wm. Finnicum and her committee for the success of this party. Both bridge and five hundred were played and a number of prizes were awarded the high scores in both games, after which light refreshments were served.

Our Chapter has been very active socially and each member has personally pledged their help and assistance.

### Milwaukee Chapter

The regular monthly meeting of Milwaukee Chapter was held in the Club Room on March 28th, with about seven-



ty-five members present. Mrs. Jeanette Cassel was elected to succeed Mrs. E. H. Bannon as Recording Secretary; and after the regular order of business we enjoyed a short talk by Mrs. Lillie, President of the C. & N. W. Ry. Women's Club in Milwaukee.

After the meeting a farewell reception was held for Mrs. Bannon who leaves us to go to Sioux City, where her husband has been appointed Superintendent of the Sioux City & Dakota Division. Ice cream and cake were served. Several new members were enrolled.

On April 18th a card party was given, and our next regular meeting will be held on Saturday, April 25th.

### Chapter No. 3—Bensenville, Ill.

On Friday afternoon, March 13th, Chapter No. 3 were the guests of Mrs. Heman H. Field at the Art Institute. After enjoying the many interesting things seen and told us by Mrs. Field, the Club was entertained at tea at the Arts Club. It was certainly a privilege to have been able to see so many beautiful and interesting art works and have them explained to us by Mrs. Field, who is herself an artist of high standing.

On the evening of March 17th, a special meeting was held in the Village Hall to discuss the new box car Club House. The men were invited to attend for the purpose of offering their spare time to help build it. Mr. Leo Derez told us the cars would be placed but that the Club would have to do the rest, so the men present all offered their help and were much enthused about doing all they could; so we hope to be settled in our new Club Home in the near future. Watch this column for news about the House Warming.

### Portage Chapter Committee

**Membership Committee**  
 Mrs. A. H. Cole, Chairman  
 Mrs. Emil Zedner  
 Mrs. A. A. Hess  
 Mrs. Paul Isberner  
 Mrs. Ivan Sherman  
 Mrs. L. B. Smith  
 Mrs. Sam Babcock  
 Mrs. G. W. Webb (Watertown)  
 Mrs. Arthur Beck  
 Mrs. Charles Rainer  
 Mrs. George Bonaruz  
 Mrs. August Thayer  
 Mrs. Julius Teske  
 Mrs. G. M. Little  
 Mrs. M. L. Tracy (Doylestown)  
 Mrs. L. N. Lord (Rio)  
 Mrs. W. P. Allen  
 Mrs. George Clemmons  
 Mrs. J. S. Gibson.

**Mutual Benefit Committee**  
 Mrs. George Linscott, Chairman  
 Mrs. Adolph Meyer  
 Mrs. J. Madden  
 Mrs. Wm. F. Treible  
 Mrs. Geo. Gluden  
 Mrs. F. Wiperman  
 Mrs. J. C. Brown  
 Mrs. Charles Witt  
 Mrs. Orrin Twitchei  
 Mrs. Chas. Kanzenbach  
 Mrs. M. A. Cross  
 Miss Genevieve Brady.

**Sunshine Committee**  
 Mrs. F. Flanders, Chairman  
 Mrs. J. G. Pate  
 Mrs. Harry Taylor  
 Mrs. George Witt  
 Mrs. H. Meade  
 Mrs. Mox Bulgrien  
 Mrs. Ed Carroll  
 Mrs. Emil Bublitz  
 Mrs. Julia York  
 Mrs. Harry Jeans  
 Mrs. W. Starkord

### C. M. & St. P. Railway Women's Club—Twin City Chapter

Our Association meeting was held on the evening of April 6th, 1925, at the West Hotel, but because of the fact that the Safety First Rally for the Northern District was held on that same evening in the Mayor's reception room of the Minneapolis Court House, our meeting was dismissed so that we could go over to the Safety First Rally and hear the various speakers, and we were all particularly glad of the opportunity to hear President H. E. Byram's speech, whose first subject was Safety First, and, second—Receivership.

Our club work is going on splendidly; the various committees are holding their meetings and having their parties.

However, we are now looking forward to our Theater Party which is to be held Tuesday evening, April 28th. The Twin City Chapter has bought out the Shubert Theater for that evening, the play being the musical comedy—"Katinka." Our tickets are now on sale, and we hope this theater party will go over big.

### C. M. & St. P. Ry. Women's Club Calendar

**REGULAR MEETINGS**  
 Membership Committee — Mrs. J. T. Marseck, Co-Chairman, 2 P.M., Wed. April 8th  
 Telephone Committee — Mrs. L. F. Turnbull, Co-Chairman, 2 P.M., Tues., April 14th  
 Library Committee — Mrs. P. N. Bornkamp, Co-Chairman, 2 P.M., Wed., April 15th  
 House Committee — Mrs. C. F. Holbrook, Co-Chairman, 2 P.M., Mon., April 27th  
 Social Committee — Mrs. W. W. Weidenbauer, Co-Chairman, 8 P.M., Mon., Apr. 27th  
 Sunshine Committee — Mrs. C. R. Langan, Co-Chairman, 8 P.M., Wed., April 29th  
 Program & Entertainment Mrs. H. R. Toehey, Co-Chairman, 8 P.M., Thurs., Apr. 30th  
 Special Meeting Social Committee, 8 P.M., April 17th.  
 Dancing and Card Party by Social Committee, 8 P.M., April 20th.  
 Theater Party at Club of Shubert Theater, April 28th.

### Tacoma Chapter No. 14 Chicago, Milwaukee & St. Paul Railway Women's Club

#### ROSTER OF OFFICERS

President, Mrs. D. E. Rossier  
 1st Vice President, Mrs. J. S. Griffith  
 2nd Vice President, Mrs. J. W. Stevenson  
 Secretary, Mrs. C. F. Negley  
 Corresponding Secretary, Mrs. A. D. Browning  
 Treasurer, Mrs. W. S. Johnson.

Mrs. Wm. Lessman  
 Mrs. Frank Back.

#### Social Committee

Mrs. F. R. Miller, Chairman  
 Mrs. F. J. Bolting  
 Mrs. H. Pike  
 Mrs. K. D. Smith  
 Miss Marjorie Pope  
 Miss Dorothy Frick  
 Miss Dorothy Miller  
 Miss Helen Ambrose  
 Mrs. H. L. Ambrose  
 Mrs. M. J. Downey  
 Mrs. A. W. Grunke.

#### House and Purchasing Committee

Mrs. A. M. Killian, Chairman  
 Mrs. A. A. Wolf  
 Mrs. J. M. Hackett  
 Mrs. E. Chapman  
 Mrs. George Reynolds  
 Mrs. Wm. Amend  
 Mrs. Robert Nugent  
 Mrs. Frank Linscott  
 Mrs. C. W. McCain  
 Mrs. Bert Monteth.

#### Publicity Committee

Mrs. Frank Galvin, Chairman  
 Mrs. J. F. Voltz  
 Mrs. P. Hollinshead  
 Mrs. Ed Wanderer  
 Mrs. Walter Thurler  
 Mrs. Theo. Lindgrien.

#### Program Committee

Mrs. Krueger, Chairman  
 Mrs. A. Parker  
 Mrs. Willard Hayes  
 Mrs. Charles Woodman  
 Miss Hazel Helman  
 Mrs. Glen Lennon  
 Mrs. J. C. Robertshaw  
 Mrs. Louis Hanele.

#### Ways and Means Committee

Mrs. W. L. Washburn, Chairman  
 Mrs. A. G. Baines  
 Miss Elizabeth Bloomfield  
 Mrs. Thomas Bloomfield  
 Mrs. Harold Jewett  
 Mrs. F. Ebert  
 Mrs. Wm. Kerwin  
 Mrs. P. F. Ryan  
 Mrs. C. K. Wright  
 Mrs. Paul Mahoney.

### Marion Chapter C. M. & St. P. Women's Club

The Dancing Party given under the auspices of the C. M. & St. P. Women's Club of Marion on April 13th, was one of the finest social occasions that has been given in Marion in many years,

and reflects great credit on the members of this young organization. There were 150 couples present including a number from Cedar Rapids taxing the capacity of the hall to the utmost. The hostesses were Mrs. W. E. Cooper, Chairman, Mesdames M. J. Flanigan, Chas Le Roy, H. F. Gibson, Margaret Leming, F. J. Hardenbrook, G. H. Hennessey, Frank Davis, Frank Keith, J. H. Reimers, Thomas Calahan, W. G. Buck, R. C. Blackledge, Peter Hansen, Frank Francik, and Jennie B. Vander Cook. At the ticket window Chas. LeRoy presided good naturedly.

Donnelly Orchestra composed mostly of railroad men furnished excellent music, a vocal trio composed of Kenneth Nublung, Lyndon Hall and E. Davis rendered several fine selections. Miss Catherine Cooper gave an interpretative dance, as did four of Miss Bonnie Fishers pupils including Miss Lois Holdorf of Marion, these were very interesting and enjoyable features of the program. The hall was prettily decorated in Easter colors, purple and white. Punch was served to dancers by George Robinson in his usual pleasing manner. The standard of entertainments set by this Club makes everyone eligible, eager to be present on these occasions as all are sure of a pleasant time. The net proceeds of the party was about \$175.

At the regular meeting of the chapter Mrs. Flanigan gave a report on the financial success of the St. Patrick's card party which netted \$77.60. This party was held in Odd Fellow's Hall at Marion, St. Patrick's night. Hall was prettily decorated in St. Patrick's colors. Bridge and 500 was played at about 40 tables. Fourteen prizes were given and refreshments were served at the close of the evening by the hostesses. This money will be used for charity. Mrs. Willis Forster, Chairman of the Sunshine Committee, reported on the organization of the committee. During the social hour readings were given by Jean Sinclair and Lillian Briggie.

Refreshments were served by Mrs. J. L. Roberts, Chairman, assisted by Mesdames W. A. Brubaker, W. R. Pollard, Ed Rassmussen, D. S. Stewart, Mary Gage, John Roher, H. F. Gibson, John Reimers, Mary Adams, Fred Holsinger, E. E. Edwards, Ida G. Hall, C. L. McDonnell, James Tobin.

### Superior Division Chapter Green Bay, Wisc.

The Superior Division Chapter of the St. Paul Women's Club held its regular business meeting on Thursday, April 2nd in the American Legion Hall, with a complete membership present. Mrs. Frank C. Dow, President, called the meeting to order about 7:00 P.M.

Activities of the different Committees were reported on by the various chairmen. Mrs. E. T. Redline gave a report of the Cake and Food Sale which was held on March 14th, the result of which was very encouraging. Plans were discussed for the Ball which is to be held on April 24th, 1925, at the Turner Hall. There has been about 700 tickets already sold for the party, so indications for a wonderful crowd and good time are very bright.

After the meeting the Social Committee, Mrs. A. A. Melville, Chairman, sponsored a card party and cards were played at about thirty tables. At the close of the evening the Refreshment Committee, Mrs. C. B. Cheaney, served refreshments. Everyone present is now patiently waiting for the next party.

### Sioux Falls Chapter of the Milwaukee Women's Club

On March 18th, under the personal direction of Mrs. G. H. Rowley and Mrs. A. M. Martinson of Sioux City, the Sioux Falls Chapter of the Milwaukee Ry. Women's Club was organized, the radio room in the Y. M. C. A. building was donated to the ladies for the purpose.

Mrs. J. R. Bankson was elected President and presided over the meeting with the following officers who were also elected:

Mrs. T. P. Cavanaugh, Secretary,  
Mrs. A. B. Main, Treasurer,  
Mrs. Zane Jenkins, 1st Vice Pres.  
Mrs. E. E. Lovejoy, 2nd Vice Pres.  
Mrs. W. D. Griffiths, Chairman of Board of Managers Com.

Mrs. Fred G. Meyers, Chairman Constitution and By-Laws,

Mrs. Fred F. Brown, Chairman Membership,

Mrs. H. B. Olsen, Chairman Entertainment,

Mrs. N. E. Capwell, Chairman Relief Committee,

Mrs. R. V. Manson, Chairman Sick Committee.

The organization now enjoys a membership of fifty three with more to come in at the next meeting which will be held on April 15th.

The ladies have taken a most active part in this movement and it is needless to say they will do everything to make the Club a very successful affair.

On April 2nd, a card party was held in the Metropolitan hall with forty couples present. The men turned out in goodly numbers and the evening of "get-together" was a complete success. A musical program had been arranged but

owing to the flu epidemic the participants were unable to perform but Five-Hundred and Bridge took up the entire evening after which a delightful lunch was served and prizes awarded. Mr. L. F. Donald, Trainmaster, was an honored guest.

Entertainments for raising funds with which to carry on the good work will be held monthly and all who attended the card party are looking forward to another enjoyable time.

### Kansas City Club Notes

Through an error on the part of Miss Clifford in sending the names of our club officers, the name of Mrs. Riegen, third vice president was omitted.

On St. Patrick's day the club had a card party at the home of Mr. and Mrs. W. H. Fesler, and although it was a very stormy evening there was quite a crowd and every one reported having a delightful time.

A get acquainted party was held at

### Dubuque Chapter—C. M. & St. P. Women's Club

Dubuque Chapter of the C. M. & St. P. Women's Club held their monthly meeting, March 20th, about eighty-three ladies being present. Reports of the different officers and various committees were read and accepted. A most interesting report was given by the Historian, Mrs. Allen Bock, of the organization of the Chapter and the work which has been accomplished by it. Mrs. G. T. Richards, resigned as Social Committee Chairman, as her husband has been transferred to Minneapolis. Mrs. L. D. States was appointed in her place.

The wonderful success of the Bakery Sale held March 14th, proves that the Dubuque Chapter Ladies are very willing workers, and the array of cakes, cookies, pies, etc., certainly were very tempting looking.

A dance has been arranged for May 1st, to be held at Eagles' Hall.

The entertainment for the evening was in charge of the clerks, Mrs. Fred Ostendorf acting as chairman. "Honest and Truly" and "Sweetest Rose in Tennessee" were sung by Naomi Frommelt, Mary Czizek, Nella Birner, Mary Abraham, Marguerite Birner, Cornelia Ball, Mildred Flanagan and Mrs. Clyde Kinney, accompanied by Miss Georgiana Rafferty. It was indeed a delightful treat to hear Miss Cornelia Ball render "Cabaletta" and "Simple Confession." The "Old Family Album" was brought out once more and greatly enjoyed by all, the clerks dressing in old fashioned clothes, representing different members of the Chapter, Miss Rafferty presided at the piano, Mrs. Fred Ostendorf reading the verses, which were composed by Miss Lucille Millar, as follows:—

### Wedding March

*Olive Romig, Lucille Millar*

Now folks for your amusement this evening—  
We're going to get out the family album  
once more

Bringing to life some of the old time portraits  
With the dear, quaint gowns that they wore.  
We expect you to enter into—

The spirit in which this is given,  
And for a few moments intently,  
Please STOP and LOOK and LISTEN!

Oh lookee here at this picture—  
Bride and groom they were that day;  
It's Mr. and Mrs. Fernstrom  
When they were young and gay.  
He asked her to be his wife,  
And before he could change his mind  
She put on her best bib and tucker  
And a wedding veil around her did wind.

### Hail, Hail the Gangs All Here

*Mrs. James O'Brien, Miss Emma Behrens,  
Nella Birner*

Well, if there isn't J. P. and Mrs. Whelan  
And their darling baby girl;  
She was an AWFUL youngster,  
And her playthings she would hurl.  
But her dear Mother and Daddy  
Thought THEIR child so very sweet,  
And no other name would fit her  
But the flower—Marguerite!

the home of Mrs. Flossie Lipp, March 28th and it also was a success. One thing in particular about the club, it is bringing to light talents in our fellow employees no one knew they possessed. For instance, who would have thought Mr. Reed could call an old fashioned dance?

The club membership is gradually growing. In time we hope to have everyone who is eligible on the membership list.

### Savanna Chapter

Savanna Chapter held its inaugural meeting on Friday afternoon, April 24th, too late of course for details in this issue. Officers elected were: President, Mrs. O. M. Stevens; 1st Vice Pres., Mrs. Harry Carmichael; 2nd Vice President, Mrs. John Raegan; Recording Secretary, Mrs. Wm. Waymack; Corresponding Secretary, Miss Eunice Stevens; Treasurer, Mrs. Fred Cole; Historian, Mrs. Charles Seitzburg.

### In the Good Old Summer Time

*Mrs. John Kile*

That's Mrs. Edwin Kiesele,  
When she was a slip of a girl  
She was a fancy dresser,  
And kept the boys in a whirl.  
But now things with her are different;  
What her HUSBAND says she MUST do—  
Bet she often wishes she was still single—  
I betcha she does, don't you?

### My Wild Irish Rose

*Marguerite Birner*

I'll tell you a secret about this one—  
(No one knows about it but me)  
Well, Mrs. Keck when she was single,  
Was as lonesome as could be  
So she had her picture taken,  
And mailed it to Walter Keck—  
It's this very one we are showing you,  
And it won him too—BY HECK!

### Silver Threads Among the Gold

Here's Sophrony Annabella Kearney,  
Great Grandmother to Mrs. Great Aunt;  
She was just a real born hustler,  
And never would say "I can't."  
She was a wee bit near sighted—  
Her glasses didn't quite fit her eyes;  
But she was a DEAR little Grandmo,  
Who was good and meek and wise



### Where Did You Get That Hat

*Mary Czizek, Naomi Frommelt*

Oh, isn't it grand to see love that lasts,  
As it did with this happy pair?  
It's Mr. and Mrs. Thurber  
When they were young and fair.

### Over There

*Marie Clifford, Mrs. C. Kinney*

The lieutenant of Artillery in the Big War  
Was Clyde Kinney, a brave little boy,  
Who left behind a sweet little girl;  
His Inspiration, Hope and Joy.  
And after the war was all over,  
When the smoke of the battle had grown  
dim—  
She told him she'd stay with him always,  
And went to the altar with him.

### Turkey In the Straw

*Louise Jahneke*

Did you know they say of Mrs. Tom Jones  
She inherited her youth and style  
From a second cousin of her Ma's Aunt Flo  
Who had GOOD looks and LOTS of Style?

### "Ach Du Lieber Augustine"

*Clara Baumgartner, Cornelia Ball*

Ach I kin well remember yet  
Ven dese two little maids  
Vent 'round de town of Shermamy  
Mit such nice pretty braids.  
Dey vus de city cousins  
Of Mrs. M. McEwen,  
Such hearty eater what they wuz  
They wished 'twas all time noon.

### When You Wore a Tulip and I Wore a Big Red Rose

*Mabel Cantlon, Olive Helmrick*

Now, Mrs. Shoulty, bless her heart,  
Was very much feared  
That an M R S. before her name  
Would never be—she was skeerec  
But she went to have her picture taken  
And the photographer, incidentally,  
Admired her charm and grace so much  
He asked her to be Mrs. Soul-ty.  
The songs "In the Shade of the Old Apple Tree" and "I Wonder What's Become of Sally" were sung by all the clerks. Old fashioned stick candy was served.

The entertainment for the next meeting will be in charge of the Conductors and they have arranged for a Pot-Luck Supper to be held at 6:00 P.M., April 17th.

### Mr. Goetz Resigns

Effective May 1st, Mr. Chas. J. Goetz resigned from the position of Office Assistant to Mr. H. E. Byram, to enter the coal business in the city of Chicago.

Mr. Goetz came with Mr. Byram to the Milwaukee Railroad, occupying first the position of Secretary, and then Office Assistant, succeeding Mr. T. W. Burtness in the latter office.

Mr. Goetz leaves the Milwaukee with the best wishes of his many friends, who congratulate him upon his bright prospects.

Mr. Walter Dietz, Secretary to Mr. Byram, succeeds to Mr. Goetz's position. "Walter" is a long time Milwaukee employe, having begun in our service under Col. J. B. Stubbs in the Pass Bureau in 1914. He left for a short interval to work for the Illinois Central. He is an "ex-service man, having been in the army during the war,

returning to The Milwaukee Ry. in 1920.

Mr. Dietz is receiving the congratulations of the General Office on his deserved promotion.

### S.M.P. Office

On April 29th, if nothing prevents, Captain Ed Flood will attempt to break that phenomenal hot dog record which Otto Moeller now holds.

Trout season opens May 1st in Wisconsin. Earl McMinn, please note.

Mr. J. A. McCormick is now the owner of a new Nash "Six" Sedan and states it is the only automobile he has ever driven.

We all thought Frank Klug was home ill, but when he returned to work it was with a brand new mustache, and the darn thing is red too.

This one from Al Novak.

Little girl, what is your name?

Dyna is my first name.

What is your second name?

Dyna Mo.

And why do you call yourself Dyna Mo?

Because all my clothes are charged.

Why do the girls run to and from work? Ask Mrs. Lee of the Shop Superintendent's office. She has taken off two ounces already.

They are calling Karl Brumm, Bill Luebke and Earl McMinn, the Three Musketeers. The original Musketeers were known for their daring, courage and recklessness and this name is a very fitting one for the above mentioned cavaliers and none but men of utmost fortitude would endeavor to smoke the pipes that they do.

### Chicago, Milwaukee & St. Paul Railway Company's Oldest Veteran Living in Madison, Wis.

A familiar figure around Madison is Henry McCarthy, who resides at 415 West Washington Ave., and who has been in the service of the Chicago, Milwaukee & St. Paul Railway for sixty-seven years.

Mr. McCarthy was born in County Mayo, Ireland, in 1844. He says he does not remember much about the Emerald Isle, but that his mother often told him that that was where shillalaha and big policemen grew. McCarthy was the youngest of a family of three, and when a child the family went to Macclesfield, England. His father died when he was nine years old; His mother had a brother who had immigrated to the United States some years previously, and she had decided to take her young flock to the new world so the children would have better opportunities. McCarthy has a vivid recollection of the sailing vessel on which they sailed from Liverpool in the summer of 1854. The ship was named "Old World", had four very high masts with immense canvas sails. They were six weeks on the ocean and as a youngster he recalls the dancing and music in the evenings to while away the time. After reaching New York they took the train to Madison, Wisconsin, to join his uncle Owen Kelly.

Owen Kelly was a stone mason by trade, and had settled in Madison in the early fifties. He owned the lots where the Illinois Central passenger station now stands. McCarthy remembers with what joy they reached their destination at Madison after about a seven weeks trip from Liverpool, the train reaching Madison about 4:00 A.M. He recalls his mother inquiring from the

baggage man at the station where his Uncle Owen lived, and he pointed to a light in a shanty a few hundred feet distant. They went over there and found his Uncle eating breakfast by candle light. The entrance to the shanty was low, and as his Uncle was over six feet tall, he remembers he had to stoop down to come out through the door.

Young Henry and his two sisters were sent to the First Ward School, which was on the location of the present Doty School building. He remained at school until he was fourteen years of school until he was fourteen years of age. He was large and tall for his age, and he succeeded in getting a job wiping engines in the roundhouse of the C. M. & St. P. Railway in Madison in 1858. There were no Child Labor Laws then, and he was a proud boy when he brought home to his mother his first wages, which amounted to \$1.00 per day. After working for some years making himself generally useful around the roundhouse, he got a job as brakeman at an increase of pay to \$35.00, per month. He often had to work fourteen, sixteen and eighteen hours per day, and such a thing as overtime was unknown. One of his jobs was to help to load up wood on tender of the engine. The locomotives were all wood burners in those days. Geo. Hackney, the roundhouse foreman, had noticed the industriousness of the young Irishman and gave him a job as fireman, for which he got \$1.40 per day, and no limit to hours he had to work. Several months afterwards his pay was raised to \$1.60 per day. He was afterwards promoted to engine dispatcher at pay of \$2.50 per day, the second year he got pay of \$3.00 per day and third year he got full engineer's pay of \$3.50 per day. He was promoted to engineer in 1870.

Mr. McCarthy is very proud of the fact that he has never been in an accident of any kind, and that his actions have never cost the Railway Company a \$10.00 bill for any damage that he has done.

Engineer McCarthy was Engineer on engine 111 for seventeen years. He claims it was the finest looking and best kept engine in the State of Wisconsin. His fireman kept the engine cleaned, but McCarthy had a chamois skin, and he went over parts of the engine himself with a chamois to give it a final polish. He claims that no auto newly out of the factory today shines any more than his old engine 111 did fifty years ago.

In those days McCarthy says, to use his own words, "the freight cars were like omnibuses, and had a capacity of twelve tons".

Mr. McCarthy has six children still living. The oldest son is Department Manager of a large Wholesale Grocery House at Duluth, and the youngest is a Dentist in St. Louis.

Mr. McCarthy still enjoys good health. He walks several miles every day and always has with him a walking stick. He tells his friends with a merry twinkle in his eye and a brogue which he has not lost, that it is his Irish Shillalah, and that while he did not bring it from Ireland himself, he got it from Mike Kelly, who brought it direct from County Mayo a few years ago, and he prizes it above anything he owns.

# AT HOME



HAZEL M. MERRILL, Editor

## Fashion Notes

The keynote of this spring's outfit is certainly h-a-r-m-o-n-y. If you do not have an ensemble suit or dress, whatever the costume may be it must harmonize. But surely the ensemble takes the lead. All fashion notes, about everything you see on display is the ensemble. Short, straight lines are emphasized in the ensemble, and hat, gloves, shoes, and bags must harmonize. Black and the darker shades are somewhat in the background, while bright colors have come to the front. A coat of beige kasha with a dress of printed crepe, combination blue and beige, small hat of blue trimmed with beige, or beige trimmed with blue, beige hose and gloves, and a flat blue purse, form a smart ensemble costume. Now if you are clever and make your own clothes, or part of them, you may rescue your coat from last spring, and with a new lining and collar of same color, to match dress, your old coat will be transformed into one of latest design. If you are fortunate enough to have coat of poiret twill, you can line it with colored or plaid flannel (there are such pretty, soft, light-weight flannels now, you know) and wear it with flannel dress which matches the lining. You may also combine the twill with printed silk, facing the straight collars and lapels with the same material, then have dress to match. If coat does not have tailored collar, you must give it one. If you are fortunate enough to have a coat from last spring of black satin or corded-silk, combine with white crepe de chine, and carry out the ensemble idea in black and white, and you will be right up to the minute. Coats are short, so are skirts and dresses, but at that coat must be an inch or two shorter than dress. A pleasing touch to either dress or coat is a boutonniere which adds a breath of spring to the costume. Some of these little boutonnieres are fashioned like small bunches of flowers, some bunches of violets, and many of single flowers.

Of course, for traveling or strictly business there is the tailored suit which always will be good form. This strictly tailored suit, with its severity and length of line, looks best, perhaps, on a tall, slim person.

The jumper suit is this season's specialty for sports wear. It comes in almost any material one could desire, tweed, homespun, wool crepe, wool jersey cloth, silk, and crepe de chine, and in beautiful bright colors, yellow, rose, green, blue, etc. Another pleasing street costume is a short jacket over a dress, which gives the effect of suit, coat, and dress of same material; Surah silk is popular for this outfit.

XX-Bows and bowknots are very popular for trimming—on the top of your hat or the tip of your toe. A beautiful, soft, straight, rather large bow placed across the front at low waist

line of an otherwise plain and simple evening gown breaks the severity and adds a touch of color and newness to last season's frock. A beautiful cascaded bow placed at the side and rather low also adds a note of charm and grace to a simple evening frock. Jabots are also used as a pleasing variation in trimming the spring costume. They appear in all shapes, widths, and lengths. They sometimes wander from collar to hem of a soft silk frock lending a soft touch which is otherwise difficult to accomplish.

## A Few Early Garden Notes

The first car of butter was shipped to New York in 1880 by Governor Hoard, of Wisconsin, proving the value of the refrigerator car to the world.

Pansies are perhaps the most fascinating, friendly little posies we have. Several patches of them scattered through a flower garden gives a pleasing effect. There are no other blooms that have the wonderful variations of color that pansies do; some solid color, deep, dark ones; solid color pale, dainty ones; some with two top petals of one shade, and the three lower ones of a contrasting color; some solid color petals are blotched with contrasting shades. Our little friends like best cool, damp weather, and will become stunted and lazy in hot weather, or dry spots. If planted in the right places and cared for a wee bit, they will become sturdy plants and furnish blooms even as late as November.

A few blossoms placed with some long-stemmed foliage in a bowl in a careless manner will produce a pleasing effect. A few sprays of bridal wreath or asparagus fern placed across a dish, with stems in the water, will help to hold the pansies erect, if stems of the pansies are stuck through the tiny leaves of the wreath or fern.

If you will place the top of a pineapple into a pint jar filled with water, it will take root. Place jar in fancy flower pot and you will have a pretty plant. Cut the inside all out of a large-sized turnip; fill with earth and plant mustard seed, canary seed, etc. Leaves will grow all over the turnip making a pretty window plant for all winter. Dry grape fruit seeds planted in any dish that will fit in a fancy basket will make a pretty plant. Do not get discouraged, as it takes some time for the seeds to sprout.

## Household Hints

Nearly fill a large bowl, preferably a somewhat fancy one, with water, place in it a large piece of wadding cut to fit the bowl. When the wadding is thoroughly saturated, sow mustard, cress, flax, or any small plant. Keep bowl in dark for few days and then put it in window. Keep bowl well supplied with water and change water once a week. You will soon have a beautiful little

floating garden that will brighten your room.

Use a little turpentine to soften shoe polish that has become hard and caked.

To keep loaf even in cutting bread, reverse the loaf for each slice. A hot knife also helps.

Lemon or tomato will remove vegetable stains from fingers. Lemon juice will also remove odor of onions from hands.

If you will put a goodly quantity of bluing into cold water and let white clothes soak in it until next morning; then add little warm water and wash the clothes in this bluing water, clothes will be much whiter than when washed in ordinary manner and you need not use bluing in last water.

To remove unsightly spots on furniture made by placing vase or pitcher filled with water onto same, cover well with machine oil, cover with brown paper, and weight it down. Two or three applications of oil in this manner will often remove a spot that cannot be removed otherwise.

To keep lettuce and celery nice and crisp in the winter time, when you do not take ice, and it is too cold to leave it outside, place damp cloth around it then wrap in waxed paper—that which comes around bread is better because heavier than ordinary waxed paper—then put into a bag. Lettuce and celery will keep nicely in this manner.

Hang a piece of old linen in the bathroom to be used in wiping razor blades. This will prevent cuts in choice towels.

Glue a small rubber heel to floor or wall where door strikes it and you will have a satisfactory noiseless door stop.

Stir melted butter into peanut butter if it becomes too stiff to spread.

## An Episode in the Life of a Right of Way Agent

Frank N. Webster

In 1906 when the Puget Sound Line was under process of construction, together with its several tributaries, there occurred many laughable incidents, the following being one of them. That winter it was the fortune of the writer, to cover the first twenty miles of the line through the Standing Rock Indian Reservation. Major W. L. Belden was the Government Agent in charge at Fort Yates, North Dakota, and it was his duty to make the settlements with the R. of W. Agt. for the Government, as well as for the Indians.

Major Belden was a fine fellow, but being rather new to his job, he wanted to make a good showing with the Government, so he travelled with the writer all over the line.

One fine winter's morning we started out from the Fort with a Government team hitched to a strong top buggy. The sun was shining, and everything

(Concluded on page 47)



## Good Things To Eat

**Cream of Lima Bean Soup.** Soak over night one cup of dried lima beans. In the morning, drain and add six cups of cold water. Cook until soft, then rub through a sieve. Cook two slices of onion and four slices of carrot, finely diced, in two tablespoons of butter, five minutes. Remove the vegetables and add two tablespoons of flour, salt and pepper to taste. Stir this into the boiling soup. Add one cup of milk or cream, reheat, strain and add two tablespoons of butter cut in small pieces. Serve with croutons.

**Croutons.** Cut stale bread in one third inch slices and remove crusts. Spread thinly with butter, cut in cubes and bake until delicately brown; or fry in deep fat.

**Fricassee of Lamb with Brown Gravy.** Three pounds from fore quarter of lamb. Cut in small pieces. Rinse, cover with boiling water and cook slowly until meat is tender. Remove from water, let cool, sprinkle with salt and pepper, dredge with flour and saute in butter. Arrange on platter and pour around brown sauce made from liquor in which meat was cooked, after removing the fat. If the meat is cooked the day before it is to be used, the fat will be more easily removed.

**Fricassee of Veal.** Rinse off two pounds of loin of veal, cover with boiling water; add two stalks of celery, one small onion, sliced and one small carrot sliced. Cook slowly until meat is tender. Remove from kettle, sprinkle with salt and pepper, dredge with flour and saute in salt pork fat. Strain the liquor, and to four tablespoons of melted butter cooked with four tablespoons of flour, add the strained liquor. Bring to boiling point, add salt and pepper and pour over the meat.

**Fried Celery, Tomato Sauce.** Wash and scrape the required amount of celery; cut in three inch strips, dip in batter and fry in deep fat. Drain on brown paper. Serve with tomato sauce. For the batter, mix one half cup flour, pinch of salt, pinch of pepper, one third cup milk and one egg.

**Turnip Croquettes.** Wash, pare and quarter new white turnips. Steam until tender, mash and press out all water possible. A good way is to wring out in cheesecloth. Season the turnips with salt and pepper, add yolks of eggs slightly beaten. Cool, shape in small croquettes, dip in crumbs, egg and crumbs again and fry in deep fat. If there is a cup to a cup and a quarter of the turnip; use the yolks of two eggs. This is a delightful and delicious way of serving this vegetable and if one is fond of turnip it will be found very acceptable.

**Jellied Vegetable Ring.** Soak one tablespoon granulated gelatine in one fourth cup cold water and then dissolve in one cup boiling water. To this add one fourth cup each, of sugar and vinegar; two tablespoons lemon juice and one teaspoon salt. Strain, let cool and when it begins to stiffen, add one cup of diced celery; one half cup shredded cabbage; one third cucumber cubes; one fourth cup cold boiled peas and one fourth cup boiled beets cut in cubed or fancy shapes. Turn into ring mould and chill. Place on serving dish and arrange thin slices of cold meat. Fill center with horseradish cream dressing.

**Horseradish Cream Dressing.** Beat one half cup heavy cream until it begins to thicken; then gradually add three tablespoons vinegar, beating continually. When stiff, add salt and pepper and two tablespoons grated horseradish root.

### FASHION BOOK NOTICE

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1925 BOOK OF FASHIONS

Address Miss Hazel M. Merrill, 302 Union Station Building, Chicago, Ill.

5073. Ladies' Dress for Stout Figures with Narrow Hips. Cut in 7 sizes: 40, 42, 44, 46, 48, 50 and 52 inches bust measure. The width at the foot of the dress is 1 1/8 yard. A

40 inch size requires 5 yards of 54 inch material if made with long sleeves. To make with short sleeves will require 4 1/4 yards. The Tunic alone without sleeves requires 1 1/2 yard. Price 12c.

5068. Boy's Suit. Cut in 3 sizes: 2, 4 and 6 years. A 4 year size requires 1 1/2 yard of 36 inch material, with 1/4 yard of 36 inch contrasting for collar and facings. Price 12c.

5105. Ladies' "Ensemble" Dress. Cut in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. To make the Dress as illustrated for a 38 inch size, will require 5 1/2 yards of figured material, and 1/2 yard of plain, 40 inches wide. The width of the dress at the lower edge is 1 1/2 yard. Price 12c.

5089. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10 year size requires 2 1/2 yards of figured material, and 1/4 yard of plain material 36 inches wide, if made as illustrated. Price 12c.

5114. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size requires 2 yards of 36 inch material for the Dress, and 1 1/2 yard for the Gümpe. Price 12c.

4723. Ladies' Slip. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 3 1/4 yards of 36 inch material.

The width at the foot with plaits extended is 2 1/2 yards. Price 12c.

4716. Ladies' Dress. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. To make the Dress for a 38 inch size will require 3 1/2 yards of 40 inch material. The Gümpe will require 2 yards. The width at the foot is 1 1/2 yard. Price 12c.

5035. Ladies' House Tock. Cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38 inch size requires 5 1/4 yards of 36 inch plain material, with 3/8 yard for the fold and the facing on the pocket. The width at the foot with plaits extended is about 2 yards. Price 12c.

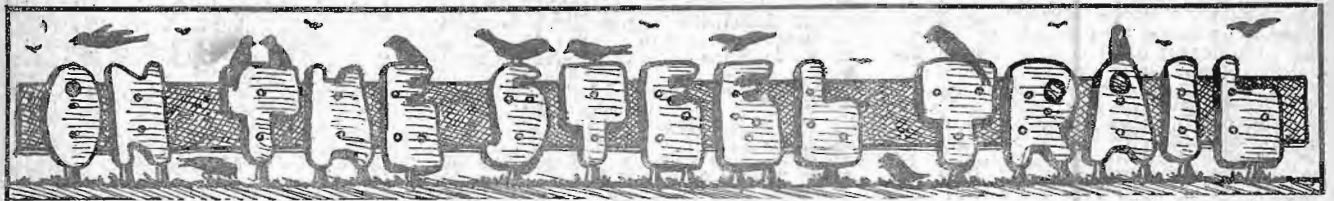
5109. Ladies' Apron. Cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 5 1/4 yards of 27 inch material. Price 12c.

5067. Child's Bloomer Dress. Cut in 4 sizes: 1, 2, 3 and 4 years. A 2 year size requires 2 yards of 36 inch material. Price 12c.

4695. Child's Dress. Cut in 4 sizes: 2, 4, 6, and 8 years. A 6 year size requires 2 1/2 yards of 27 inch material. Price 12c.

5054. Girls' Apron. Cut in 5 sizes: 6, 8, 10, 12 and 14 years. If made of one material a 10 year size will require 1 1/8 yard of 36 inch material. Price 12c.





## From the Banks of the Wabash

Roberta Bair

Miss Mary Griffith of the Store Department, was operated on at St. Anthony's hospital, March 25th, for appendicitis. Miss Mary is home now and is reported on the convalescent list.

Harold Patton, Local Storekeeper at Hulman Street, who recently purchased a lot at 22nd and Washington Streets, has about completed the erection of a new home. The Pattons expect to have a house warming about the 20th of April.

Miss Catherine Pfeiffer, Payroll Maker in the Master Mechanic's office, enjoyed the week end of March 25th in Indianapolis.

Recent additions to our railroad family—

Earl Cook, Engineer, a daughter.

C. E. Brown, Fireman, a son.

Theodore Lehman, Engineer, a daughter.

A. L. Burt, Assistant Division Engineer, is planning on moving his family to Terre Haute from Chicago in the near future. We will be glad to number the Burts as our own Terre Hauteans.

The Milwaukee Social Club staged an after Easter dance, Monday evening, April 13th at Becsom's hall. All reported an evening of 100% enjoyment. Balloons were given as favors, ice cream and ice drinks were served and Ed. Knuckey, File Clerk, added to the entertainment by giving a couple of vocal selections. Music was furnished by our Chief Timekeeper F. G. Pearce and his orchestra.

The Superintendent's office is wondering why Scott Amour falls off a train instead of stepping off and if it isn't a thrill to plow the right of way with one's nose?

We are all still wondering when Raleigh Cole is going to trade his old can roadster for a new three passenger machine.

It has been rumored that Howard Stewart has given his girl's ring back but it was not because he wanted to.

The Milwaukee Social Club met in regular session the evening of April 6th at Becsom's hall. After the business meeting, the evening was spent in games, cards and dancing. Light refreshments were served. A good time was reported by all.

Mr. and Mrs. W. D. Cogswell of the Car Department, were called to Florida, March 23rd, account the illness of Mrs. Cogswell's father, who is spending the winter there. On their return home they reported the father on way to

Robert Burns, Field Engineer, has returned from Florida, where he was called March 20th, account the serious illness of his daughter Dorothy, who was taken ill while visiting his sister in that state. Miss Dorothy was forced to submit to a serious operation but is now reported on way to recovery.

Mr. and Mrs. Clarence Swartz entertained a number of friends Tuesday evening, March 31st at a radio party. The guests included the following:—Misses Catherine Pfeiffer, Madge Wright and Martha Swanson, Mr. and Mrs. Harley Wagner, Mr. and Mrs. Raleigh Blackwell and children, Fred Stockyell, Ovid Humble, Sam Amour, Herschel Austin and Mrs. Frank Wieneke. Mrs. Wieneke, formerly Miss Francis Bartlett of the Store Department, is from Connersville.

Mrs. F. B. Moberly, wife of Roadmaster located at Terre Haute, recently made a short visit to Chicago.

Mrs. M. J. Murphy, wife of Roadmaster located at Bedford, spent a few days visiting in Terre Haute recently.

A. M. Jones, Chief Clerk to Assistant Superintendent T. P. Horton, who has been ill with the flu, is back on the job again.

L. S. Amour, Division Accountant, made a business trip to Chicago, April 13th.

A Claim Prevention Meeting was held at Crawford Street Freight House, Tuesday, March 24th by Assistant Superintendent T. P. Horton. All the freight house clerks attended the meeting.

J. T. Gillick, General Manager and C. H. Buford, General Superintendent, made a trip over the Division, April 15th.



Miss Catherine Pfeiffer.

## Miss Pfeiffer Is Kiwanis Winner

The four weeks' campaign of the Terre Haute Kiwanis Club, in interest of its under privileged child movement, was brought to a brilliant close in the Kiwanis community party staged at the Trianon Dance Palace, Tuesday evening, March 17th, when Miss Catherine Pfeiffer, the girl with the "Million Dollar Smile", Payroll Maker in the Master Mechanic's office at Hulman Street, was crowned "Miss Kiwanis" and received a Chevrolet coupe. Her total vote was 220,350. The contest was won by one of the largest pluralities ever accorded any entrant in a popularity contest of its size and scope in the country and the first question on the minds and lips of every one was, "How did she do it?"

The question revolved itself into "How did they do it?" and a representative of the Kiwanis on paying a visit to the C. M. & St. P. shops at 14th and Hulman Street, found the answer.

It was posted at various points around the entire shop and was the slogan of the Milwaukee for 1925, "Do it the right way".

Miss Pfeiffer has issued the following statement of appreciation:—

"I desire to announce to the public, as crowned queen of the Kiwanis popularity contest for the benefit of the underprivileged children, which was sponsored by the Kiwanis club of Terre Haute, that through the combined efforts of my campaign managers, the ever enthusiastic M. M. Dick, D. G. C. F., as chairman; T. J. Lentz, General Car Foreman; A. H. Austin, Chief Clerk, and C. A. Kennedy, General Car Foreman as vice chairman, who were assisted by N. A. Ryan, Superintendent; G. E. Passage, Division Master Mechanic; Chief Clerk R. M. Blackwell; C. W. Pearce, Division Storekeeper; Chief clerk A. Wright and the many fellow

workers of the C. M. & St. P. railroad, also by many friends who caused this contest to prove to be 103,000 plurality.

"We consider our success in keeping with our good old St. Paul motto of 1925, which is 'Do it the right way' and keeping in mind the good cause for which this campaign was launched, as everyone understood it was for the sole benefit of the underprivileged children of this community.

"I wish to make specific reference to the big achievement gained by the C. M. & St. P. railroad, which I am proud to claim as my employer. Thousands of people have been introduced to the extended mileage of the C. M. & St. P. railroad through this campaign.

"When the final announcement of our success was made the St. Paul employees in a body caused the Trianon hall to shake as though there had been an earthquake and all concerned were made to know that the C. M. & St. P. railroad was one of the finest.

"I also wish to thank all the different parties on other railroads and local concerns that took part in this contest and supported this cause."

## Where the West Begins

By Maggie

Just found out why Ding had to have a set of false teeth from the following conversation which I overheard the other day:

Dong—"What did your wife say when you got home last night?"

Ding—"She never said a word. But I was going to have those two front teeth pulled anyway."

L. F. Johnson, Freight House Foreman at Moberly, was on the sick list for several days last month. This is so unusual for Ludie that we know he wasn't fooling.

Sincere sympathy of entire division is extended to Mr. A. Bennett, Agent, Thunder Hawk and M. Bennett, Operator, McIntosh, father and brother of Lyle Bennett who died in Los Angeles, April, 10th.

R. I. Fouts is the new Traveling Auditor who has been assigned T.M. Division, with headquarters at Miles City.

F. J. McDonald, Roadmaster on the Standing Rock line was in the Moberly Hospital last month. We are glad to hear that Mr. McDonald is getting along nicely.

Alex Sawdy was given due notice to clean house quick the other day. His wife came home on short notice you know.

Edwin Carlson, Caller at Moberly, had a sprained ankle recently. However, you can't keep a good thing down long and Snooze was on duty the next day.

W. L. Youngman, Operator in Moberly Relay Office, was off duty for some time in March. It was just the same old thing everyone had a touch of and left us all feeling "kinder" under the weather even if the weather is fine.

D. Mankay is just like the birds, gone with the change of seasons. Dave is working in Seattle again. His desk at Moberly was taken by Harold Jennings, formerly freight house clerk and this created an opening for Mary.

Will someone kindly ask Van Dync to explain the following note which I ran across in the Moberly News:



"Dear Information:—I am considered by everybody to be an exceptionally handsome man. I have fallen in love with a nice congenial girl, but I am afraid to marry her because she is not pretty. Do you think that I would grow tired of her because of this fact? Should I marry her or seek some girl as goodlooking as myself."

—VanDyne.

A Safety First followed by a Coal Conservation meeting was held at Marmarth on March 17th, being attended by 45 officers and employees representing all departments. Messrs. Esch and Philpot were in attendance at the meeting and gave very interesting talks.

Harry Miller who has been in the Moberg Store Department for the past two years has been promoted to Stationery Clerk at Miles City. We hate to have you leave Harry but here's to you.

Mr. McFarlane, D.M.M. of Trans Mo. Division made a trip to Chicago last week to meet Mrs. McFarlane. They report an enjoyable time.

Engineer Corcoran from Miles City is Assisting Mr. Rollins with his work on the T.M. Division.

There are many new faces on the passenger train engines this month. Engineers Windsor, Middleton and Chambers from Miles City are with us now.

### Twin City Terminals

Mac

The season of spring is here and—

"The kiss of the sun for pardon  
The song of the bird for mirth—  
One is nearer God's heart in a Garden  
Than anywhere else on earth."

The employees of the Terminals acknowledge the encouraging remarks contained in Mr. Byram's telegram of the 19th. Expressing his appreciation of the co-operation of the employees of our great Milwaukee Railroad, and we believe the continued spirit which he requests during the present difficulty is going to go over big.

Two gentlemen representing government owned lands in New Zealand, Australia called at the local freight office one day last month, and were shown over the office, warehouses and team tracks, and were greatly impressed with the amount of business handled at Minneapolis. Cars used on the islands for merchandise are mostly flat cars on account of rain fall being light, but protected by tarpaulin in case of rain. They are up against the same competition there as here,—the automobile truck. The railroad mileage of the two islands is 3000 miles.

Mr. Fahey, Assistant Agent, Local Freight, who was on the sick list for a few days is able to be at the office again.

Mr. Peel's son who was taken seriously ill last month is regaining his health slowly. We hope to hear of his full recovery in the near future.

Archie Benolkin is back on the job, after a few days absence account of being sick.

Harold Beringer is the proud possessor of a 1925 Model Ford. How about it Harold, when do we ride?

Charley McCabe attended the 17th of March dance given by the Milwaukee Women's Club and he says, "He very nearly won the prize for the balloon dance," but—you need a lighter foot, Chuck.

Miss Marie Quinn of Mr. Foster's office and Mr. Conrad Woerner were married Saturday, Feb. 21st, and later left for Chicago. They will be at home in a cozy apartment at 17th and Park. We all join in wishing them happiness and success.

# Stifel's Indigo Cloth

Standard for over 75 years

"The white won't weaken"

REGISTERED U.S. PATENT OFFICE  
CANADA AND OTHER COUNTRIES.

MADE IN U.S.A.



## Dress Up in Stifel's Overalls

When you buy garments made of Stifel's Indigo Cloth, you have the added satisfaction of knowing that they are the neatest and best looking work clothes on the market. In fact it's a Gentlemen's Garment to work in. Bill, here, wants 'em because he, too, wants good looking clothes to work in.

Railroad men have worn garments made of Stifel's indigo cloth for over 75 years, because they have that honest quality and good looks that always make good. To be sure you get Stifel's, look for the boot-shaped trade-mark on every garment. Stifel's has been standard for over 75 years for work clothes.

Garments sold by good dealers everywhere.

We are makers of the cloth only.

J. L. STIFEL & SONS  
Indigo Dyers and Printers  
Wheeling, W. Va.

Also insist on Pants made of Stifel's Indigo Cloth and Children's Dresses made of Stifel's Playmate Suiting.

Tie Plates

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Derailers

## Highway Crossing Signals and Accessories

THE RAILROAD SUPPLY COMPANY  
BEDFORD BUILDING CHICAGO, ILLINOIS

## MAKE WOOD LAST LIKE IRON

Creosoted Douglas Fir lasts like iron for bridge building, structural work, docks, railroad ties, cross-arms, etc., and for Paving in the form of our new KORRUGO Creosoted wood.

Pacific Creosoting Company  
Northern Life Building Seattle, Wash.

The girls in Mr. VanDyke's office gave a parcel shower in the Milwaukee Club Room in compliment to Miss Quinn on Wednesday evening, February 18th. 500 was played at four tables. Prizes were won by Gene Bierbalm, Francis Leonard and Ethel O'Neil. Later the gifts were opened by Miss Quinn. Last but not least dainty refreshments were served. A very enjoyable evening was spent.

Mr. J. R. Clements, Commissionary Agent, has been transferred to Chicago. We wish him success in his new surroundings.

A new car supervisor office has been created in Minneapolis and Mr. George F. Hancer for a number of years employed in the office of Supt. VanDyke as Car Distributor has been appointed General Car Supervisor. Mr. Hancer has the congratulations and good wishes of all the ter-sick for a few days, but is back amongst us

Mr. Woodward, Demurrage Inspector, was minal employees.

Hilda Krogh in the Accounting Department, was on the sick list for a few days last month. Grip or flu seems quite prevalent among the employes of the different departments at the present time.

Mr. Lundell from Milwaukee is checking time in the Accounting Department. We hope the errors will be conspicuous by their absence.

Mr. P. A. Nickey made a business trip to Milwaukee, Wis. last month.

Miss Jennie Goss of the Local Freight, spent a few days with her parents at Mason City, Ia.

Mr. H. E. Byram spoke at the Annual Milwaukee Safety Rally in the Assembly Room of the Courthouse, which was attended by 690 employes and officers of the Milwaukee Line, on Monday Evening, April 6th. The Safety Record was more than complimentary to the Milwaukee Road. Mr. Byram said since establishment of the Safety Bureau in 1913, fatal accidents to employes have been reduced 75 percent and the number of injured one third, and while in the last five years the road has carried 70,000,000 passengers an average of 60 miles each, this has been accomplished without a fatal accident to one of them. This is a remarkable record and one which we hope the Milwaukee Road will be able to maintain indefinitely.

### Rail Rumbings From St. Paul

By Allen

Mr. C. H. Feit, Operator at the freight office during the past twenty years has left us due to the telegraph station being abandoned here, Charlie is now Operator at Signal Tower, Hoffman Ave.

Charles Sparrow is again on the perishable job at St. Paul.

In this good old U. S. A. of ours it doesn't matter just what nationality our forefathers were, it doesn't matter what family tree we are a sprout of, it doesn't matter if our ancestors came in the Mayflower, but what counts now is to be able to come across when the bills are due around the first of each month.

Geel! This spring fever is an awful sickness.

St. Paul is right in front again. As we write this, one of its high schools, Mechanic Arts, is putting our city in the lime light fighting it out with other states at Chicago, Ill. for the National Basketball championship. They have already entered the third round. Good luck to you boys. Bring home the bacon.

### On Time Line—Kansas City Division

M.F.K.

Vacation time has started early on our division this year. Dispatcher F. R. Moore is one of the first to leave, enjoying his annual two

weeks in the south, principally in Louisiana. Dispatcher Walter Morrison is relieving Mr. Moore during his absence.

Mr. Charles E. Sehl of the Mechanical Department has been elected as City Commissioner of Finances and Public Safety at the city election March 30th.

Employes who "listened in" on the radio concert broadcasted by our line from the Broadmoor Hotel, Chicago, on Tuesday, April 2nd, enjoyed the musical programme, especially the Olympian Orchestra. Much disappointment was expressed at the fact that the talk on Rainer National Park was not to be heard.

By their cars ye shall know them. Just cast your eyes on that new Flint of Jack Pfeifers and that new Hudson coach of Dispatcher Herbert Barnard. The fair sex will be delighted to know that our famous one-arm driver, Dispatcher John Sanford has traded the Essex for a new Hudson coach. It has come to the writer's attention that officials of a certain state have opened a war against "one-arm" motorists and are planning a campaign against this condition. This practice has become so prevalent that it now constitutes a public menace even greater than speeding, or parking on streets with specified parking hours, the last mentioned condition having caused one of our employes considerable trouble. We do not wish to promote the idea that any employe of the Kansas City Division would be affected by this campaign, but owing to the fact that Mr. Sanford had an accident while driving his car just a year ago this time and offering rather a feeble excuse as to the cause, our skepticism prompts us to offer a word to the wise. In the meantime chief dispatcher Klahn is going around with a worried look and as near as we can figure it out, he can't make up his mind whether, with these new Hudsons to compete with, he should buy a Ford, Cadillac or a Packard.

Probably more plans were made and more business brought up at the meeting of the Women's Club held March 14th than at any meeting up to date. Miss Cecilia Thorne, that young ingenue of the Master Mechanic's office won the prize in a clever little contest held during the social hour, which immediately followed the business session. The matter of having a dance after the Lenten season was discussed but more of that anon. A baking sale was planned which plans materialized the Saturday afternoon of March 28th and proved very successful financially.

Agent P. H. Fluck of North English, was operated on at Lincoln recently and is reported getting along fine. It is thought he will be able to return to work in about a month.

Mrs. C. W. Jordan, wife of our yardmaster at Ottumwa, has just returned from visiting her sister in California, and we hear she is still boosting for good old Iowa.

Miss Elizabeth Evans, Comptometer Operator in the Superintendent's office, has taken a month's leave of absence due to illness. Miss Julia Carpowich of Kansas City is taking her place. We hope Elizabeth will improve during her vacation and come back with loads of pep. If caller Frank Clark will come forth with his usual gallantry, we may be able to keep Miss Carpowich entertained while in our city.

Everyone was glad to see the time freight schedules re-established April 1st, because we seem to have more pep when we move along at a brisk pace. All trains, engine, car men as well as the dispatchers like to see these trains get through with good performance, feeling that good service is the best advertisement and business getter that we could possibly have.

L. R. Carbee has applied for the day job at the ticket office Washington. With his seniority rights it looks as though he would be the

man. We certainly believe his smiling face behind the ticket window with his usual very courteous manner is going to keep the Rock Island Agent pretty busy if he expects to get the passenger business.

Pete Haseltine has been so quiet lately we wonder what has been going on. If it wasn't for the fact that base-ball is the only line of athletics in which Pete doesn't indulge, we would say that he and Paul Fisher were busy organizing the Milwaukee base-ball team for the coming summer. How about it Paul? You will have to give us the line-up.

At a meeting of the General Committee of Adjustment held at Chicago in March, Engineer William Davis of Ottumwa was elected Assistant General Chairman and Engineer James Maybanks of Kansas City re-elected member of the Executive Board. The division is proud to be so well represented on the General Board.

Francis Barnoske of Ames, son of roadmaster F. M. Barnoske, spent his spring vacation with his parents.

Mrs. H. F. Burnaugh, wife of Secretary to the General Superintendent, who has been ill at the Ottumwa Hospital for several weeks, has returned to her home. While in the city, Mr. Burnaugh, who was formerly of this division, paid the office a short visit.

Agent T. H. Tuomey at Parnell has been dickering with one of the business men at that place and expects to have a good sized oil station with two or three storage tanks located by the time this magazine is published.

A. P. Lutz, Bill and Voucher Clerk, spent Friday, March 13th in Chicago on business.

Agent J. W. Calvert of Ottumwa on a combination business and pleasure trip, is spending two weeks in Florida. He says he took a case of flu with him but after he had been down there but a few days the flu was gone. Don't know just what he means by a "case" of flu but then we have heard it called most everything else.

Miss Martha Browne, Operator at West Yards has been off duty for several months on account of illness. She has left the hospital now and is getting along fine.

Assistant engineer W. H. Vosburg as well as the roadmasters have been busy checking ties for this season's renewals.

On the evening of March 15th the local officers, dispatchers and their wives gathered at the home of Mr. and Mrs. R. O. Clapp, the occasion being Mr. Clapp's birthday. It's pretty hard to pull a surprise on Bob but he acted the part. The evening was spent with "500". Delicious refreshments were served. Miss Ruth Williams furnished some very enjoyable music for the fests.

### Musselshell Minutes

Helen Kirwan

You never miss the magazine—until it doesn't come. Judging from the amount of help and interest we get from everybody concerned in the way of bringing in items for print—well, you couldn't tell whether they knew one was being printed or not—but, when said magazine doesn't appear for several issues—gracious, you'd think it was money from home or a mail order package. If it really means so much to you—each and everyone—help make it a bigger success—our particular column at least—by sending in a little "scrap" now and then. Thanks.

And say, if you thought that ring of Ann's was a shining light—you'd say the one W.J.D. is flashing was a sunstroke. It's no optical illusion or anything like that. He has promised the boys to order dimmers at once and abide by the city ordinances governing same.



Mr. W. J. Dougherty recently returned from an extended trip abroad. He had many interesting things to tell of foreign customs. Wish he'd hire a hall and let us all hear about it. Mr. Dougherty spent some time in Spain.

Of all sad words of tongue or pen—  
Our Johnny's gone back east again.  
How much we'll miss him, we daren't tell,  
But maybe girls, it's just as well.

How many broken hearts he left behind.  
The number's great, but never mind—  
We hope back there he'll meet his mate  
And Johnny, M'lad—Here's to your fate!

Johnny Wandell left the old town last Saturday, for his new job in Milwaukee, much to the regret of his friends. Hope he'll come back and visit us some time.

Friends of Mr. and Mrs. Rayner are glad to see them back in Miles City again.

John Rada was shaking hands with friends here this week.

Joe Straussman was on the division recently.

Mr. Barrett was over the line this week on a business trip.

A number of Milwaukee men attended the stock show in Great Falls this week. Mr. A. C. Kohlhasse, W. N. Rose, J. F. Herrick and Mr. E. Murray. The report is that this show was the best ever held in Montana.

Mr. and Mrs. F. D. Swenson and son, left us to seek their fortunes farther south. They expect to visit relatives for some time in Kansas and later go to Texas where Mr. Swenson expects to locate. The good wishes of their many friends here attend them. Mr. Swenson has been with the Milwaukee as an engineer for six or seven years and has made many friends who regret to see him go.

We expect to have a little article in the near future by Mr. J. Rothman, entitled "How I enjoyed being Chief Operator."

"M. C. B. Gossip"  
"Lee"

One day Emma Wagner felt sick; she looked sick; and when the doctor announced that she had the measles, she found out she was sick.

The girls of the office sent her a lovely rambler rose to brighten the days of the quarantine. While some of us found the matter of Emma having the measles rather amusing, she found it anything but a smiling matter. But between you and me, I believe some of the folks in the office would be willing to even have the measles in order to be off a week or ten days during the wonderful spring weather we are having.

At last, we have been able to establish our hard-worked for "Sunshine Fund" to be used to cheer up office members in sickness and sorrow. Forty-six members joined immediately, and their thin little dimes rolled into the treasury without protest on the first of the month. Although the "Sunshine Fund" started on April Fool's Day, the three members who have received flowers, have found there is no fooling on the part of its founders.

Mr. Wible was the first beneficiary of the "Sunshine Fund." He was very ill from blood-poisoning which set in, in his arm. But as he said, he soon got control of the reins, and headed for the safety zone. We are all glad to have him back with us, and I want to say you all missed meeting his handsome son by not driving out to Elm Grove with me.

However, after the appearance of Alfred Koch's "Flaming Youth Tie," we're not so sure of the safety of the office. Its flaming crimson soon spread, and Howard Kuhl and John Daley flaunted brilliant red ties soon afterward. These ties, Ely's tan shoes, Alfred

Koch's new top coat, and the new suits of Steve Filut, Dick Campbell, and Lee Murray will all make the girls hustle if they want to win in the race of giving the office thrills with new styles.

No, Fredrick Thomas, I didn't forget your knobby new suit and black bow tie. I understand there was a classy overcoat and hat, too, but you were in such a rush to keep that date, that none of us could catch up with you.

Two of our members were saddened by the loss of dear ones. Marcella Claffey lost a brother and Mr. Barndt, his wife. Our deepest and most sincere sympathy went out to both of them.

Harriet Badger was very ill, and we all missed her sunny smile. I notice some of the report clerks scowlingly working the comptometer again. I guess they'll appreciate you now, Harriet.

Steve Filut feels the "Sunshine Fund" should furnish a new mouth-piece for his telephone. I think the case will have to be put to a vote. Steve had a cold, and Steve sneezed, and the telephone fell down, and the mouth-piece broke, and Steve feels that if he hadn't been sick and had a cold, he wouldn't have sneezed, and the phone wouldn't have fallen, nor the transmitter even broken, and, therefore, he feels the "Sunshine Fund" should furnish a new mouth-piece. All in favor please say "Aye." This seems to have been carried by the "nose."

Lucile Janzen and Julia Barrows were both off on account of bad colds. Poor Julia came to the office with a mountain of hankies but as this swiftly diminished, she gave up in despair.

I was so pleased to learn that someone noticed my little column, even if the remarks weren't favorable, that I thought perhaps the other correspondents may look it over, and in this event I want to compliment Walter B. Strawn of Deer Lodge notes on his story of why it took Noah 300 years to build the Ark. It is one of the funniest things I have ever read. If you missed it, hunt up your March magazine and turn to page 27—you'll be repaid for your effort.

Eugene Kleiner had an accident with that nice little Ford, and had to be towed home. Soon after he started selling frames as a side line. What's the matter Gene have you found the Ford doesn't teach you to save after all but causes you to perform the five letter word that starts with "S" and means "hand out the cash?"

Iowa Division  
Middle and West  
Ruby Eckman

Roundhouse foreman A. J. Kressen's family spent the Easter vacation with relatives in Milwaukee, Wisconsin.

C. A. Lee, Agent at Dawson, has been laying off on account of sickness. H. C. Krasche who recently returned to service has been relieving him.

Conductor Elmer Millard has been sick for several weeks and is now taking treatment at the hospital at Iowa City. A. J. Fuller has been on his fun.

Conductor J. F. Briggie and F. R. Briggie were off duty the fore part of April to attend the funeral of Ward Pringle, son of conductor James Pringle who died in Chicago. Later, Mrs. Jerry Briggie, sister in law of conductor J. F. Briggie died at her home in Kenwood Park.

Engineer Ben Moore and wife spent some time the fore part of April with relatives in Minnesota. Billie Murphy was on his run during his absence.

Charles Hayward, Baggage man from Monticello, has been in Perry for some time assisting in the care of his mother who has been seriously sick.

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An instructive book has been published by Dr. A. S. McCleary, the noted rectal specialist of Excelsior Springs, Mo. This book tells how sufferers from Piles can be quickly and easily cured without the use of knife, scissors, "hot" iron, electricity or any other cutting or burning method, without confinement to bed and no hospital bills to pay. The method has been a success for twenty-five years and in more than nine thousand cases. The book is sent postpaid free to anyone afflicted with piles or other rectal troubles who clip this item and mail it with name and address to Dr. McCleary, 551 St. Louis Ave., Excelsior Springs, Mo.

Page Twenty-Nine

Engine foreman Charles Field's wife has been seriously sick for some time and no hopes held out to the family for her recovery.

The establishment of second day delivery of time freight from Chicago to Perry which is being given a ninety day try out is proving a business getter for the Milwaukee at Perry.

Chief caller James Cartwright's wife was called to Des Moines the fore part of April by the death of her oldest sister.

Engineer Wesley Leonard and wife returned home the first of April from California where they spent the winter. They attended the famous Iowa picnic held in Long Beach and saw many former Perry people.

Engineer Earl G. White and wife had the pleasure of helping Earl's parents celebrate their 50th wedding anniversary April 4th.

Fred Bolender who owns a gas station at Ankeny was the victim of a hold up a couple weeks ago, but frustrated the plans of the would be money grabbers and recovered the money which was snatched from the money drawer when he opened it to make change. The experience was quite thrilling nevertheless.

N. F. Hogan of Spokane, Washington, District Safety First Committeeman, spent some time the fore part of April in Perry at the home of his sister Mrs. John Gorman. He came east to attend a meeting at Minneapolis and took advantage of the opportunity to visit his sister in Perry.

George Richard is the name given to a new boy in the home of yard clerk Paul Yeager. He was born the fore part of April.

A number of Wm. Thompson's engineer friends planned a surprise on Mr. and Mrs. Thompson on their 16th wedding anniversary and while the family were at church, took possession of their home and enjoyed a couple big feeds and a social afternoon and evening.

Cashier Hugh Jones was the victim of a surprise party on his birthday April 1st. Hugh didn't tell anyone just how many times he had celebrated the anniversary.

Mrs. Nick Slater, wife of a roundhouse employe and mother of conductor J. P. Slater and car inspectors George and Peter Slater died at the family home in Perry, April 1st. She had been sick for a long time.

Agent Fiala of Weston, has taken a leave of absence for the summer to work on his farm. O. J. Atkins is relieving him.

Conductor Wm. Simonton has been in a Council Bluffs hospital taking treatment for diabetes. He is improving.

Conductor Clarence Baum and conductor W. H. Brown and machinist Fulhart of the Perry railroad families all had daughters who were stars on the Perry high school basket ball team which made a wonderful record for themselves the last season. They were the champions of several districts and lost one game or would have been champions of the state, the tournament having been held at Perry.

Machinist Jesse South made a trip to West Frankfort, Ill. following the bad storm there some weeks ago on account of being unable to get any news from his brothers and other relatives who lived there. None were injured in the storm.

J. W. Dingman, special Agent for the Milwaukee at Perry, has a new son, born the latter part of March.

Engineer George Temer was married in Perry the fore part of April to Miss Esther Pennington. The ceremony was a quiet affair witnessed only by close relatives. George manages a base ball team in Michigan, during the base ball season and has already taken up his work.

Miss Erma Wightman, daughter of yard master C. F. Wightman of Perry, took part in a music contest fostered by the Federation of

Music Clubs at Iowa City the latter part of March and was awarded first place in the contest. She is a pianist of considerable ability.

Leonard Francis Burns is the name of a new lad who arrived the latter part of March at the home of engineer Ray Burns. It hasn't been decided whether he will be an engineer like his father or a clerk like his uncles, Leonard, Dennis and Clarence Anderson, all of whom work for the Milwaukee.

J. A. Cherwinker of Monticello, who was appointed Road Master on the West Iowa division, took up his work the middle of March.

## Kansas City Terminals

S. M. C.

Again silence from the roundhouse department. Where are all those items you were going to have?

Bill Johnson is still very enthusiastic about the Big Bible Class at Ivanhoe Temple. He has taken "Deacon" B. C. White under his wing and Bert says a bible class don't do anyone any harm. Atta boy, Bert.

Buster Beem has 'busted' out in a new sport. It's horse back riding now. Bus says he got the habit in Chicago. How about a Coolidge Electric Horse Buster?

Geo Maddrill has again ventured on a new venture. He left last month to embark on the real estate business in Wichita, Kans. Success to you, George.

Anyone wanting any information on Bull pups, especially little new ones ask Eddie Singleton. Eddie says he didn't mind having to feed the pup on the bottle so much but it sure was tough getting up at 2:00 A.M. to silence its howls. Perhaps he will be able now to sympathize with Harley and the rest of the bunch who are raising a family.

How is this for a good record? Frank Williams, Delivery Clerk at Liberty Street has worked since July 1, 1917, without losing a day. Almost time for a vacation, isn't it Frank?

Katherine Barry Schutte has finally quit chewing gum. Do you know what stopped her? ask Helen, she knows.

Albert Smith says autos are not in great demand at the present time. He tried to get a wrecking company to go out and get his car and they wouldn't take it as a gift. Funny how unaccommodating some people are, isn't it?

Hattie Frey, our good looking expense clerk from Germany, is doing fine and says that she likes this side of the Pond the best, and that wages are somewhat better over here.

E. Smith on the Bill Desk took a short vacation last month. Where did he go? Ask him. You never can tell about these single good looking near-bachelors.

## Wisconsin Valley Division Notes

Lillian

George Hams, Agent at Gleason, was taken sick while visiting at Eau Claire and has been laid up for sometime. We have received a report, however, that he is recovering and we hope will soon be able to resume his regular duties.

Mr. Frank Matthies who has been on the sick list for about two months has recovered sufficiently to be able to attend to his duties as yard switchman.

The latest song hit "The Round House Glide on Pay Day" composed by B. P. Godard, will soon be on sale. Time and place which copies may be procured, will be announced later.

Mable Lund, Clerk in the Store Department, is ill at her home in Tomahawk with the measles. Cheer up Mable, you won't have all those diseases when you grow up.

Mrs. Charles Fredrick, wife of Section Fore-

man at Cassian, passed away on Tuesday, March 10th at her home, death resulting from a third stroke of paralysis. Mrs. Fredrick came to this country from Liepsitz, Germany when she was two years old, making her home on a farm near Ripon, Wis. with her parents. She was married to Charles Fredrick, January 2nd, 1883, who was at that time civil engineer. They moved to Northern Wis. where they have since made their home. She was always willing and ready to do her duty most loyally whenever necessary. The employees of the Wisconsin Valley Division extend sympathy to Mr. Fredrick and family.

22 more days—if you lose track ask J. Horn.

Byron has one pink eye. He received the following donations:—1 bottle Argoral, 1 medicine dropper, and one pair of goggles. Dr. Gehrike offered his professional services free of charge, and within a half an hour there was a marked improvement in the patient's condition.

We never fail to speak to Eddie Djebie for he has a new Ford coupe, we don't mind even if it is a bit crowded.

Mr. P. F. Nee, father of Superintendent P. H. Nee, died at St. Mary's Hospital at Minneapolis on March 25th. Mr. Nee was receiving treatments for a fractured hip which he received in a fall, when pneumonia set in which caused his death. The remains were taken to Prior, Minn., where he was born and raised for burial.

Train dispatcher H. L. Vachreau is at Waukesha taking the mud bath treatments which we hope will be very beneficial to his health. We learned today that engineer E. J. Reinhold is contemplating on taking the same treatments and expects to leave for Waukesha this evening.

Theodore Livernash, son of Mr. and Mrs. I. Livernash was married on March 31st, in Chicago. They motored through Wisconsin on their honeymoon and visiting with relatives at Slinger, Wis. We extend congratulations to the young couple.

J. L. Conant, Engine Dispatcher, has resumed duties after a leave of absence during part of the winter.

Mr. Arthur Roloff met with an accident while removing freight from a car. He was taken to his home where he is receiving treatments and we hope it will not be long before he will be able to be about again.

We had several farewell scenes when Mac said goodbye, we are sorry there are no more potatoes to be inspected, but with the promise to return in the fall, the sob scenes were not prolonged.

## Bad Land Echoes

Bill Mike

Spring is here, the larks are singing, filling all the land with cheer, grass is growing, trees are budding, freshness in the atmosphere. Makes a person glad he's living, just to hear and see the joy, that is bursting all about him, makes him wish he were a boy. Sort of brings back recollections of the spring times of one's life, makes one forget care and worry and the trials and daily strife. 'Till you sort of just imagine that you're young again once more and you want to roll and tumble as you did in days of yore. Maybe you were sort of tired of the city or the town, or wherever you are living and you'd like to settle down. In some other state or country far away from kith or kin, almost any place'd be better than the one that you live in. But then each place has its "draw backs", no place perfect on this earth and when you get down to business after "running down" its worth. There are lots and lots of good things 'bout the place in which you live, there is always something better



than some other place can give. So it is with our positions and the work we have to do, there is always room to grumble, but there's good points to it too. One may think some job is better than his own job seems to be, but change places for a season and you'll change back happily. I think it would do a person just a heaping lot of good to change places with another I am satisfied it would. 'Spouse, the best paid man I know of should change places with the low, each would get a broader view point of the other's work, I know. And the bonds of understanding, would be tighter drawn, an then peace would come and with God, willing good will toward our fellow men. This is just a sort of prologue to fill in instead of news, honestly, my best reporters give me "No news" sort of blues. But at least I've gleaned a little and I'll tell it to you now, there's not much I will admit it but I guess it 'll pass somehow. You've all heard of the new baby that has come to bless the home of our neighbors Emmet Sheehans and we hear she's all aplomb. Hear Mike Ryan at the stock yards, plumb wore out a brand new broom, don't know what was the occasion, must be things are on the boom. Phil White's getting rather sporty, wearing brand new overalls, hear when Mike Wood sees them on him, he almost gives way to squalls. I don't know just how it happened but I hear it is a fact, that Mike paid for them—explaining why Mike shows so little tact. Lots of folks are having trouble becoming citizens here, Mike Watimer is the latest to have trouble this New Year. Took Chas. Years and Mike Wood with him, as his witnesses, you see, guess they got there—ultimately, coming home—catastrophe. Think the steering gear got busted, so they tumbled down a bank, smashed the car up something awful, made a dent in the cash tank. The trip cost a hundred dollars to get home, besides four days that it took to hoof it homeward, fourteen miles—is a long ways. There was but two bits difference whether left or bring it in, that old Nash is sure decrepate, she ain't what she once has been. M. H. Merth from the west coast came to spend some time out here, come again, we're glad to have you drop right in when you are near. A. M. Phelps has been here also, checking up the seals and things, giving advice when 'tis needed, latest dope he also brings. Always glad to have him come here, bringing new things we can learn about things like claim prevention and the things that it concern. Guess he's through with this here fasting, seemed more fleshy than before, eats more starchy foods than ever in the well fed days of yore. Olga's back—we're glad to have her on the job here once again, hope she never more will leave us but forever here remain. Gosh! she's got a nice new brick walk and a flower bed as well, soon the roundhouse force 'll be wearing flowers in their coat lapels. Bernard Hardy has gone farming, William Carmen's come to fill the place that was thus made vacant and I guess he fills the bill. Many autos have made changes, Cotton has bought Granger's car, Worley bought Wookey's and so on (No one seems to want that Star). Wood and "Roy" have each bought houses, Cady and Hansen the same, looks like all intend to stay here all through with this renting game. Mrs. Allen is back with us from a lengthy visit east, Jack says that after his baching, the wife's cooking makes a feast. Mrs. Frank has been visiting folks at Lewistown I hear, Mrs. Wyman's at Miles City and seems full of right good cheer. Even though an operation seems so eminently near, she can still be up and smiling, let us hope 'tis not severe. Mrs. Marten's been at Mobridge and at Miles, we're glad to say she has had an operation, gaining strength every day. E. J. Doyle, alias "Spud Bar", stopped off here a day or two, we wish

he could have stayed longer, but he had too much to do. "Monte" Rogers sure is shining like a smiling harvest moon on some teachers here at Marmarth, can they wait until next June? Shirley Strong has joined the minstrels, he was conductor, you see of our big Easter cantata, 'twas done most creditably. Frank Reis' wife is at Mobridge, George Cleaveland's on a trip to the west end of this railroad for to get a sip and nip. Ballentine has the old Velie that belonged to Dan Hartell, hear he's driving to Miles City, he may get there and—oh, well. What's the use of us predicting what may happen, we don't know, he may get there like the tortoise, come next fall before the snow. Bernie Heiser has been staging some good bouts between the boys, makes them stronger and more manly, give them wind, spirit and poise. Starback is our county justice with those big books in his hand, he comes home and says, "Well, mother don't you think your John is grand?" Someone sent someone some candy, some one phoned and told her that he was sending it by someone, now there's a fire in the fat. Let me tell you, here at Marmarth, we've not had a single claim this last season for goods frozen, claim prevention, leads to fame.

**S. M. East  
R. G. E.**

With the approach of the first few spring days, so have the Milwaukee Cardinals begun their spring work. Nearly every day for the past two weeks the boys have been out on the old diamond, such as it is, and are fast preparing for another successful season of the National Sport. With the co-operation of the employes at Austin we should have a very good record, and here is hoping that everyone will get behind and push.

One of the S. M. East conductors comes to me with the report that conductor William Malone of Jackson is making frequent trips to Fairmont. The boys were at first, at a loss to understand the meaning of these trips, but "In the Spring a Young Man's Fancies"—, but why rehearse it all when we know it so well.

On March 18th, R. R. Galligan severed his connection with the S. M. Division offices, to accept a position in the Chicago office of the auditor of expenditure. Bob's friends gave him a rousing send off and wish him success in his new position.

Section foreman Quarstad of Lanesboro, has been on the sick list for a few weeks, but is now back to work enjoying his usual good health.

Three new flappers about the division headquarters, Gussie, Bernice and Frieda finally submitted to the painful operation of having their locks sheared.

On March 9th, Mr. and Mrs. Adolph Satterloff received word from Seattle, Wash., that a daughter had that day been born unto their daughter Mrs. Otto Softky. Mrs. Softky was at one time stenographer in the Superintendent's office at Austin.

Mrs. V. J. Williams and two children are spending the Easter vacation period at Rock Island, Ill., where they are visiting with Mrs. Williams' father.

Effective March 1st, Mr. H. E. Rice was transferred from Austin to Mason City, Ia. where he will act in the capacity of Division Storekeeper. The vacancy here is filled by Mr. C. B. Hanover, who came from Miles City, Montana. We welcome Mr. Hanover to our division.

Arthur L. Piper, formerly Assistant Accountant at Sioux City, has been appointed as Division Accountant, S. M. Division. If the S. C. & D. Division clerks are as sorry to see Art leave them (and I am sure they must be), as

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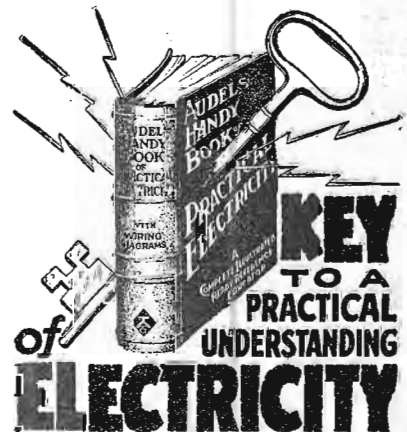
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we are glad to have him with us, then we extend our heartfelt sympathy to the S. C. & D.

Brakeman Floyd Kelly had the misfortune to fall from a car at Wells, during the early part of March. His hand slipped when trying to catch hold of the top grab iron and he fell to the ground, landing with both feet on a rail. He has been unable to work since the accident, but we all hope to see him out on the road soon.

Mrs. H. C. Scott and two children Bobby and Shirley, are spending a week in Minneapolis.

Mr. J. H. Lathrop, Traveling Accountant, spent a couple of days of the latter part of the month of March giving the Accounting Department at Austin a send off in making up their "Corporate" and "Receivers" Accounts. A few days later Mr. R. L. Whitney of Chicago arrived to supervise and assist in getting out the accounts. Thanks to Mr. Whitney and others who may have assisted, also to a couple of Sundays and several evenings that came along at just the right time, the Corporate Accounts were ready on March 9th. The Receivers Accounts will evidently follow in a couple of days, and we will all give a sigh of relief, feeling satisfied that something has actually been accomplished.

While Whitney was here he took Herman to a show. It was evidently a good show as H. A. W. seems to envy the "Last Man on Earth".

On March 10th, there was a Material Budget meeting at Austin. Among those who were present were J. M. McCormick, Geo. Voth and Wm. Walschlager, all of Milwaukee; T. McGee, J. S. Healy and F. M. Washburn, all of Madison.

Trainmen timekeeper Larson is in Rochester for three weeks during the month of March, where he was under medical care. He has now returned to work, but will be required to go back to Rochester after he has recuperated to a certain extent.

The S. M. Division offices are all dressed up for Easter. A little water and varnish properly applied surely makes a world of difference. We are all really quite proud of our "New" home.

R. McGovern has been spending some time at Austin checking time. Guess Mac isn't very crazy about Austin, but then Albert Lea is only 20 miles away.

### News From Dubuque Freight Office

By "P.D.Q."

Bowly Ickes has enlisted a baseball team in the local twilight league. This team will be known as the Midnight Marauders.

Long Jay Brady, Captain of the Old Men's League of Dubuque freight office, has issued a challenge to Bowly Ickes, Captain of the Midnight Marauders.

Did you note that Myron Newman and Bowly Ickes have lost the beautiful crimson complexion recently acquired during their trip to Montreal.

Ed Doran and Merrill Pregler are becoming pretty clumsy of late. Nobody loves a fat man, so,—well, they must love each other.

Note the faraway look in Louie's eyes—June is close at hand.

Will the editor please request Bowly Ickes and his co-worker "Tillie" to get out the old cauldron and cook up another batch. The write up in the April issue was sure bad medicine but it did not hit the right person.

Bowly Ickes is planning a trip to the Black Hills this fall. He hopes to bag some Deer.

Frank Duffy, honorable Bill Clerk, is becoming a member of the Roland Ralston league of quiet people. Well you can't feel bright after waltzing the floor half the night can you?

Bowly Ickes was quite proud because his name was not in the magazine last time, so we

will give him a little space this time, some people get jealous so easy.

Maybelle Tille Cantlon is still wearing a band of mourning for "Midnight". The office was figuring on taking up a collection for flowers.

The hump on Bowly Ickes back is getting larger. A little more sleep would help matters a whole lot.

It looks as though Louis Jaeger is planning on getting married this year as he is now taking a spring tonic that rebuilds while you sleep.

What we would like to know is—when is Myron Newman going to buy his lady friend a diamond? In the spring a young man's fancy, etc.

Sure signs of spring, Roland Ralston has a faraway look in his eyes, poor Oscar.

Bugs Pregler says he has a relative that is a count. Somebody said, must be a mistake. He means no account.

The popular song of the day is Duff's favorite—"I never knew she loved me 'till I met her in the dark."

### Twin City Terminals Happenings

"NAH"

During the past month, Minneapolis had many visitors, the Safety First Rally, April 6th bringing the employes together from East and from West and Mr. Byram gave a very interesting talk along with other speakers in the City Hall. "Safety First" is a very live issue and every-one working to make it as near 100% as possible and past records will show where accidents have decreased considerably.

We are now awaiting the return of our many employes who were fortunate to be able to spend the winter in the south. Amongst the ones still missing are Messrs. Rushlow of Lakeville, Minn. and Cowles of Minneapolis but we can expect them most any day now. Engineer Sandy made a "Turn Around"—he being so used to railroading that when he arrived at his destination, he figured he was first out and returned within a short time. We have evidence of Messrs. Rushlow and Sandy being at California as they remembered the Master Mechanic's office force with a box of the sweetest oranges and it was California in Minneapolis while the oranges lasted. Oh yes, engineer Bonniwell also returned with his credentials of some very fine specimens of oranges. Engineer Geo. Reese was also among the ones returning.

Engineer Weston Kelly, now on the Stillwater Line, called at Minneapolis recently and left some of his good jokes of which he is very well known. We would be very glad to have Mr. Kelly come oftener but since leaving Minneapolis, he seems very much interested in that little burg by the name of Hastings. Hastings may be all right for grapes in the Fall, but what can the attraction be year in and year out after being raised in Minneapolis?

We are losing one of our most congenial young roundhouse men. Mr. Harold Odegaard is leaving to take up the position as Asst. Foreman at Green Bay Shops, Wis. We are sorry to see him go and can assure Green Bay that they are getting a fine fellow and we all wish him success and luck in his new position and territory.

Mr. John Turney, Division Master Mechanic of the Twin City Terminals, River, C. V. & W. and the Head of the Lakes Divisions, attended a fuel meeting at La Crosse, March 18th and reports a very fine meeting with many good points discussed.

Engineer G. W. Vore has been on the sick list of late but is now up and around again, taking it easy in his Swains-Knight. After Mr. Vore has spent many years on the River

Division, pulling some of our most important trains, he now thinks he will take yard service for a change.

Smoke inspector O. Ruehle spent two weeks down East on personal business and reports a fine time along with business. He is now the proud owner of a new Maxwell Sedan and says there is no other car that can take its place. He should know as this is the fifth Maxwell he has owned.

Mr. I. Jordan was a pleasant caller at Minneapolis the latter part of March, also Messrs. Bjorkholm and Crowley.

Engineer R. C. Clarkson is making plans for an extensive trip through the West and South in connection with convention work and says he will report when he gets back how he "fares".

The Store Department now have a very satisfied look and all feel relieved and pleased that they have their new District Storekeeper Geo. T. Richards from the Southern District, and the following will cover all news from this department.

March the 17th at Powderhorn Terrace,  
A frolic was given that couldn't embarrass  
King, Queen or Preacher, Landlord or Peasant,  
Not a drink to be had, yet every one pleasant.  
H. R. Toohey and wife threw their doors  
open wide  
And with Mr. Askew and Frau certainly tried  
To show all their friends a very good time  
And then served a lunch that surely was fine.  
Music was furnished that couldn't be beat  
Hence all who attended enjoyed a real treat.

Florence Almen we note is smiling once more  
As inventory is over and that sure was a  
chore  
For she had six young ladies with work to  
supply  
And check all that work so no errors got by.  
The boys on the other hand we have found  
Are not quite so peppy as when the girls  
were around.

The Christopherson sisters are still in the swim,  
And they turn out their work with vigor and  
vim.

Rose Lahaney, vivacious and feeling quite  
gay,  
Is busily planning her vacation they say,  
It is castles in Ireland or England you build?  
We hope your fond wishes will always be  
filled.  
One day in April we looked up from our desk,  
To greet Geo. Carr, who came back from the  
West.  
Mr. Rivers was with him but sorry to say  
Their visit was short and lasted only a day.  
The work must be tough on you George—for  
we see  
You lost some of your fat between your neck  
and your knee.

What's the joke Tim? George Ward's coat  
- leaking again?  
See everyone going out with a sponge—must  
be precious stuff.  
Come on Ward, what is it? Not a bottle  
of toilet water for your sweetie?  
Oh, pardon us again—Tim says they are  
Easter eggs, hard-boiled and colored.

Engineer Frank Webster met with a very serious accident the 10th—his curiosity got the best of him so he tried a ride in an air ship which came down with a crash and at this writing Mr. Webster is laid up in a hospital and we all hope he survives his experience and that we see him around at his post shortly.



**Illinois Division**

M. J. S.

Spring has come, and the professional "catchers" from the Supt's office, Savanna, have again taken their places on the imaginary baseball diamond, for their noon-day exercise.

Sympathy is extended to Mrs. C. W. Parker, wife of engineer Parker, Savanna, account the death of her mother, Mrs. Nicholas Nissen, at Chicago.

Conductor and Mrs. Huston have returned from California and Texas where they spent the cold months. Conductor Huston is again on duty and reports a beneficial and enjoyable trip.

Mrs. Herman Lorenz, wife of engineer Lorenz has returned from Chicago, where she has been caring for her brother John Norton, who has been very sick with pneumonia and is reported as being much better.

Sympathy is extended to roadmaster R. J. O'Connor account the death of his father, which occurred March 22nd at Minneapolis. Mr. O'Connor went to Minneapolis to attend the funeral.

It is now time for the greeting "How is your old straw hat"; appropriate for the men only—the vogue in women's hats for summer is "felt".

Clara Cush, Supt's. office, played the part of "Bunny" this Easter and presented the S.O.S. girls with an elaborate Easter egg.

Chief clerk John Barry, Savanna Yard Office, and Mrs. Barry spent Easter Sunday in Chicago with Mr. Barry's sister.

Mrs. J. P. Flynn and John, wife and son of conductor Flynn returned to Chicago after a few days visit with friends at Savanna.

Saturday, March 28th, the Supt's office boys enjoyed an auto ride to Rockford with division accountant R. E. Thoren, and returned on No. 7 that evening. Mrs. Thoren and son Bobbie returned to Savanna with Mr. Thoren in the car Sunday, after a few days visit at the home of her parents.

The office clock played an "April Fool trick" on us April 1st and refused to go after 9:10 A.M.

Mr. John Reinehr, Traveling Storekeeper of Tomah, Wis., called at the Supt's office recently.

Miss Viola Donahue, Chief Dispatcher's office, returned from Rochester, Minn. recently after a week's absence, and is minus a few teeth—suffered a very sore jaw—and said (when she was able to tell us about it), that Rochester was an ideal place.

Switchman Chas. Bristol suffered house damage amounting to quite a loss recently, account fire. While there was no loss of house hold effects, the whole roof was burned and if it had not been for quick work, the entire building would have been razed.

Martin Haley, an employee at the Freight House was recently married at Clinton, Ia. Congratulations, Martin.

Richard McWorthy and Miss Gladys Douglas, were married March 29th. Best wishes, Dick.

Louise, be careful, now that cupid is on duty, and remember that George has a wonderful idea of spring (also a Chevic).

We have some wonderful fire fights at the freight office, but Bill says, it's no joke, and George, gee how he can sweat. Just over a little work. But they sure can make quick work of a big fire.

Walter J. Hogan, Asst. R. H. Foreman, is driving around in a new Dodge special coupe—CLASS!

S. Einerson, Traveling Engineer on the Du-huque Division, called at the Master Mechanic's office today, the first time since his injury last Fall. We were all glad to see him again.



# Simplicity

Men are continually surprising the world by doing what has been pronounced impossible. The old arch-bar truck with its 41 pieces was considered a most satisfactory truck until Bettendorf created a new and more efficient truck with only ONE PIECE.

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Both sides are alike. Turn the "BOSS" up with the fingers, clinch its hold with one turn of the wrench, and it's on right to stay tight.

"Write it Right" BOSS Lock Nuts

**American Bolt Corporation**

**BOSS NUT DIVISION CHICAGO, U. S. A.**

Grace Heil, Clerk in the Store Dept. is driving a new Ford coupe—look out for traffic cops, Grace.

The Master Mechanic's office has now turned out 100%—Margaret had her hair bobbed recently.

Last month a request was put in for a road map showing the best route between Savanna and Wausau. That is changed now—they are hunting a map showing the roads between here and Aberdeen, S.D.

Sympathy is extended to machinist John Foren and family on account of the death of their son and brother Allen, who died suddenly of heart trouble March 15th. Two days later Mr. Foren received word of his sister's death at Milwaukee.

Helen:—"What is that fellow's occupation?"

Clarabel:—"Oh, he is welding frogs."

Iona:—"Well, that is what I would call light occupation!"

Chas. Newell, father of pipe fitter Roy Newell, died April 7th at Freeport, Ill. Sympathy is extended.

Fay King, Foreman at Marquette dropped in to see the office force recently. Judging from his appearance, Marquette must agree with him.

This isn't exactly an announcement party, but Walter just tipped us off that he is worried for fear he is going to lose the bet he made with Clara C.—"Oh, Walter, when's the happy day—And don't forget—we like Fanny May."

### Splinters From the Wooden Shoe

*Brownie*

We wish to extend our most sincere sympathy to boilermaker Frank Ratachie and wife, account of the death of their infant daughter Germaine, who died March 15th, 1925.

Sympathy is also extended to Mr. and Mrs. Lemerond due to the death of their 15 months old daughter Carol, who died March 30th. Mrs. Lemerond was formerly Miss Grace Blindauer, Stenographer in the Car Department.

Thelma Hendrickson, Stenographer in General Foreman's office, is on the sick list. We will be glad to see her with us again.

Putchy was in the wash trough again last evening. Look out for Felix Putchy.

Erecting shop foreman Harry G. Miller, was transferred to Miles City, Mont., April 1st, to take charge of erecting shop there. We are all sorry Harry had to go, and extend our best wishes to himself and family. Drop us a line Harry and let us know how you like the old cow town as there are quite a few of us here at Green Bay from the Musselshell division.

No wonder "Red" Ryan and Jap do not send any news in. Ryan has his car out of the paint shop and well you know "Red" when he gets going, and as for Jap he and his dad are having a busy time getting the old Buick in shape

to run. You know Jap loves to argue and so does his Dad, but Jap, you should not talk back to your Dad.

Wm. Delwich has returned to work after three months vacation visiting at Columbus, Ohio and Springfield, Ill.

Glad to see Walter Hogan, Blacksmith Shop Foreman, back on the job again after five weeks in the hospital for an operation.

General foreman Guy Abell is sure a busy man since Harry has gone away. He is holding up both jobs until he gets his Erecting Foreman. Everytime I pass him I feel like saying "I Wonder what's become of Harry." Cheer up, Guy, you will have help soon.

Matt Wells, Machinist, has bought a Stearns-Knight. Some class to him when he does anything.

It isn't long now that the big dance of the Superior Division Women's Club will be staged. We hope that every railroad man on the Superior Division will turn out at this great affair. You know Turner Hall is a large place and can accommodate many. All the older men will want to get over to the hall as that is where all the old railroad dances used to be held. Of course, by the time this magazine reaches you the dance will be all over with, and we surely hope that everyone had a real honest to goodness good time.

The Women's Club also held its card party on April 2nd and from all indications every one enjoyed every minute that was spent at the party. All the husbands showed up in good shape and Mr. Dinwoodie above all reports having a very wonderful time. Conductor Melville and roundhouse foreman Kennedy are what we call real five hundred players. There are probably a lot of other good ones but I did not have the opportunity to make errors with them. How about that Mr. Melville?

We are glad to have Mrs. Wm. Herman back with us again in the office. Mrs. Herman was formerly Miss Myrtle Bersie. She is again back at her old position in Assistant Superintendent Peterson's office.

Traveling accountant Mr. Brackett is on the Superior Division as Acting Division Accountant, due to Division Accountant Mr. A. J. Van Groll being suddenly taken to the hospital for an operation. Mr. Van Groll is getting along nicely and we hope to see him back with us soon. This does not mean that we are not glad to have Mr. Brackett with us.

Bob will you please solve this problem for us. We noticed when bowling you put chalk all over your left hand and bowl with your right hand. What is the idea?

Bright saying of assistant division accountant John Phillips: "That isn't separated between what it is and what it is supposed to be."

Just received notice that Mr. Harold Ode-

gard has been appointed new Erecting Shop Foreman to fill the vacancy of Harry Miller.

John McKlosky, Boilermaker Helper is on the sick list. Hurry back on the job John as we miss you.

Magdalene Browning was a visitor at the shops this A.M.

Clara looks so down hearted. You know Harvey is confined to the hospital and on Easter Monday night, too. No place to go.

Florence O'Connor is on the sick list. We all miss her.

Ray was greatly disappointed this morning when he arrived at the office. After spending \$1.50 for a haircut, shave and all the other incidentals connected therewith no one noticed it on his arrival at the office. He let his hair grow until you curl the ends up and then to think no one noticed it.

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

*Nora B. Decco*

Well what there is to write about this month, I am sure I don't know but here goes. Anyway Spring has arrived and the sweet little dandelions are all on the job on everyone's nice green lawns, and it looks as if there would be a good crop of them this year as well as of other things if the rains keep coming.

Conductor Bates and wife went to Boise, Idaho for a weeks visit with relatives and friends and while they were gone their home almost burned up, or down or, what ever you say, everything else in our small city almost went along with it too, as there was a very high wind and the entire population of Three Forks worked a little bit harder than any of them did before in all their lives to keep the whole town, from burning up. The fire was of unknown origin and when it was discovered by engineer McCormack and fireman Williams coming in on a freight train it had made a real good start toward the Milwaukee Union Station, but, with the help of all the willing citizens and lots of cold spring water, we are still on the map. Mr. and Mrs. Bates returning, found their household goods in another house, but are thankful for that much left for them.

Conductor Charles Steel has gone to Kansas City for a short visit with his father and sisters. Mr. Steel's father will probably return home with him and spend the summer here.

Miss Alta Casey who was stenographer for some time here for Mr. Wiltrout has gone to Avery, Idaho to take the same position in Mr. Hamilton's office. Miss Gladys Sickmiller from Melstone has taken her place here.

Conductor Cook has returned home from a short visit at Webster City, S. D., where he was called by the illness of his brother.

*That's*  
*good coffee*

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In 1, 2, 3 and 5 pound cans. Never in bulk

Ground, Unground or Pulverized

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The Importers



We regret to announce the sudden illness and death of Thomas Rodda of Butte the evening of March 21st, he is the father of fireman Sam Rodda of the R. M. Division. We offer Mr. Rodda and family our deepest sympathy in their loss.

Engineer Flynn of Deer Lodge, has as his guests relatives from Wisconsin, a brother and two sister-in-laws and hopes the weather will show off so they may compare our part of the country favorably with their own.

Conductor Helton who for many years has lived at Harlowton has moved to Three Forks and will make his home here, we are glad to welcome the Helton family here.

Fireman Jack Hamilton and family have moved to a ranch up the Madison where they will stay for the summer, Jack says he is going to raise enough turkeys this summer to buy two more Ford cars, he has one now but figures he will need two more by that time if he drives in to or out on his run on 18 every other night, the ranch is quite a ways out and Jack starts for Three Forks when 18 leaves Willow Creek, or so I have heard.

Mrs. Al Workman, wife of conductor Workman, has gone east for a few weeks visit with home folks, in Indiana.

Engineer Williams has a brand new Jewett Sedan, the only trouble with it is it won't run on the railroad track and John just can't remember which is the gas and which is the-clutch and he can't find the whistle and after you get in the habit of pulling three thousand tons every time you start out, who wouldn't get pinched for speeding. Well any way John says he got to Trident and back just the same and got in and out of the garage and said building is still all together.

Mr. Everett who has been on the sick list for some time is in Butte under the doctor's care, however, at the last report he was very much improved, for which we are all very glad.

Mrs. Brentnall and Mr. and Mrs. Earl Wilson were called to Kansas, April 7th by the death of the mother of Mrs. Brentnall and Mr. Wilson who died in California. The remains were taken to the old home at Osage, Kansas. The Rocky Mountain Division offer their sympathy to this family, all of whom are well known here, as was Mrs. Wilson having visited here several times.

Mrs. M. B. Vaninwegan and small daughter June, have gone to St. Maries, Idaho for a visit with Mrs. Iva Siminon, who was formerly Miss Vaninwegan of this city.

**Sioux City and Dakota Division**  
H. B. Olsen

With the "balmy" weather we have been enjoying over the division we really are led to believe summer will come in with a rush—more reasons for us to believe this is, that cashier Norman Capwell, Sioux Falls freight office, is getting to the office before breakfast minus his belt occasionally.

Mrs. R. I. MacGregor and son Wayne of Sioux City, are visiting relatives in Dell Rapids. Mrs. MacGregor will be remembered as Miss Hilda Kenna who was a former employ in the Sioux Falls freight office.

Telegrapher W. W. Hunt of Yankton, who has been on forced vacation for the past month, has resumed work. He was relieved by Harry Stopher of Ethan.

Telegrapher G. Harley Nance at Tripp, S.D., is the successful bidder on Buck Grove station and is now arranging to move his family to that point.

We wonder why engineer "Matty" at Yankton thinks conductor Guy Bushnell will bump some brakeman at that point in the switch ser-

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**N. G. BUTCHER**  
Nallen, W. Va.

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Watertown, N. Y.

The best pocket-book in the world for young and old is the American Bankroll. I have had more pleasure and profit out of selling this wonderful piece of merchandise than anything I have ever touched before.



**FLORENCE WHITE**  
Wonewoc, Wis.

I am a widow, and I am glad to say that the American Bankroll has helped me very much toward paying necessary expenses. It certainly is a pleasure to sell them. They sell themselves.

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In 23-K Gold  
(City 30c. Street No. 30c. any Emblem 40c extra.) This attractive engraving gives the pocket-book an exceptional rich and handsome appearance. This work alone is worth \$1.50 of anybody's money. An ideal gift with your friend's name engraved here.

The American Bankroll, 1925 model. Beautifully made of Black Cobra Grained Genuine Leather. Strongly stitched, neatest and most convenient pocket-book you ever saw. 3 1/4 in. closed. Contains 48-page memo-diary full of useful information, and has separate pockets for coins, bills, cards, checkbook and photo or pass card (under transparent celluloid face). You couldn't buy this anywhere else for less than \$2.00. A wonderful bargain at our special price of ONLY 98c for Birthday or Christmas gifts.

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Send me your special Agency Proposition.

vice. We do not think so "Matty" but ask Guy.

Geo. Francis, Coal Heaver, Sioux Falls, who has been off duty for a month resumed work yesterday. Mr. Francis has fully recovered from a serious operation and he says he is very glad to get back on the old job.

Conductor McCallman was absent from his run for five days, mostly to see that agent Wood took the right direction in crossing the burning sands of the Consistory. Baggage man Chas. Porter also took the same "trip" assisted by fireman C. Fahlenkent.

"Bill" Deveny, Agent at Grant Center, Ia., finally came to Sioux Falls for a brief visit, his brother "Mike" our genial janitor at Sioux Falls met every train for a week and then "Bill" slipped one over on him.

Brakeman Chester Belknap says passenger business is not quite so good since the snow disappeared. Chester is given due credit for comforting the passengers on his train as he says he will prove to them, the "Milwaukee" service cannot be beaten by the bus routes.

Miss Laura Sievert expects to leave Sioux Falls the first of May on a sojourn of three months. She will visit in Canada and on the western slope of the U. S. A.

We wish the correspondent of the "C. & M." division notes would please note this:—Mention having been made that the "Four Horsemen" were broken up when Mr. Bannon left that division, we beg to state "The Four Horsemen" have been organized on the S. C. & D., known as Supt. E. H. Bannon, Trainmaster L. F. Donald, Chief Dispatcher W. C. Givens and Chief Clerk Glen H. Rowley.

Arthur Piper formerly Asst. Accountant, Supt. office, Sioux City, was promoted on March 18th to Division Accountant on the Southern Minnesota Division at Austin, Minn. Mr. Thayer Mullen, Train Time Keeper, promoted to Asst. Accountant and Carl Wanberg, Track Time Keeper promoted to Train Time Keeper same office. Miss Bershon, from the Master Mechanic's office comes to the Supt's. office as Track Time Keeper.

Chas. Bertells, Steno., Supt's. office, went and did it today. The lucky guy was Miss Stevens of Vermilion. Congratulations are in order.

After a complete vote of all employes in the Division Offices, it was unanimous that Miss Helen Flynn, File Clerk get rubber heels on all her shoes. Exchange please copy for others with leather heels.

Telegrapher Tom Cavanaugh, Sioux Falls, was on forced vacation, account the flu, the past week, but believes he can resume work within a day or so now. The flu in this section has been rather severe and several employes of the Sioux Falls freight office have suffered more or less with it.

You know, Harry Stopher, Telegrapher, who is relieving telegrapher Cavanaugh at Sioux Falls, received a letter "he says" from his "sweetie" and it took just one hour and thirty-five minutes to write a reply—Harry said he had not seen her for a week and "believe me that's tough".

A. H. Ashhoff, Division Accountant, advises that if the warm weather keeps up he will have to again start keeping a full supply of Eskimo Pie in his desk. He is a stick when it comes to devouring those things as well as figures.

Dispatcher Jess Jamison has just returned after a serious case of the flu. Jess was a pretty sick man, and lost quite a little weight, but we hope he will now pick up to normal.

Thayer Mullen, Asst. Accountant, got a new job and apparently a new alarm clock, for his performance lately has been 110 percent. His building average on punctuality is about as near

perfect as possible and every one hopes he won't have the mid-season slump.

Mr. G. H. Rowley, Chief Clerk, called on his old friends at Dubuque early this month, going there to attend a meeting in regard to the new allotment system of material issues.

Mr. E. H. Bannon, Supt., is now completely moved and is nicely settled on Grandview Boulevard. His family arrived on April 8th, from Milwaukee.

May 18th, is the date set for the next Safety First Meeting at Sioux Falls, every one is looking forward to another regular meeting due to the organization efforts of Messrs. Bankson, Yardmaster and H. B. Olsen, Telegrapher, who have never yet failed to put it over in tip-top shape.

Word has been passed out that Miss Hannah Greng, Abstract Clerk, Sioux Falls, has been secretly "married"—We know Hannah would not do a thing like that without broadcasting it at least a week before. We will look for announcements, however, in due time.

Freight trucker Bernard Jansa, has now in his possession a spic and span new Ford coupe. Ben learned the technics of it in just twenty minutes.

Ye correspondent's attention has been directed to his dereliction in not reporting visits of the stork on the division. If some one will kindly let us know of these visits we will surely tell it to the world. However, a word of caution; do not use fish scales to weigh the baby as we wish our column to be noted for its veracity.

As a warning to employes who chance to plan a motor trip to Sioux Falls, we would suggest you use your Safety First slogans and strictly obey the law for the "Cops" have instructions to arrest all law violators—drive slow, do what the traffic cops tell you and you will enjoy your visit.

## Milwaukee Shops

H. W. G.

We are getting slowly back on our feet again for which we are duly thankful. "Banking hours" as a force-put may be allright for a time, but give us the full measure of time.

There has been much sickness this winter in the shop ranks,—as much as 30% of the force off one time, one day alone nine foremen and 23 men.

Have you been vaccinated?

Mr. Silcox and Mr. Greer were at the shops the latter part of March and Mr. Silcox here again April 8th.

Inspector W. H. Gardiner is still in Southern Calif. for his health.

Car foreman LaCourt just returned from a stay in and around Los Angeles.

Car foreman Wm. Brown at Marquette, died April 9th, taking from us one of our faithful and trusted employes, not long ago Mr. Brown visited the shops and was in apparent good health at the time.

Another old timer passed away in Chicago, April 11th, Joe Cannon, Machinist. Mr. Cannon was, at one time gang foreman at the Milwaukee Shops, back in the 80s. He was buried in Milwaukee.

Machinist Chas. Wood, who has been on the sick list for sometime is back on the job. He was in Chicago a few days ago attending the Veteran's meeting.

Our old Veteran and employe, Mr. Jno. M. Horan was laid up 10 days latter part of March, with an acute attack of pleuro pneumonia, which was only broken up by a most heroic treatment of a kill or cure dose from the doctor. Jno. M. came near passing over, we are glad to see him around again.

Dispatcher Joe. Roberts is on duty again after a long lay up from an injury.

The assembly room meetings are under way

and more coming. The annual staff meetings later on.

Wonder when the old depot shed in Chicago is coming down, after which the new depot will begin to take on the finish, and look like the picture shown on front cover of the April magazine.

Sign on a barber shop down in Penna. "What do you think, I shave for a dime and throw in a drink". Many after getting shaved ask for the drink and get this reply. "What! do you think I shave for a dime and throw in a drink?" which is really the way the sign is written. Nothing like punctuating correctly.

"Tell him now" the caption in the April magazine from Mr. Gillick is a good motto, corresponds with our 1925. "Do it the right way."

There is some talk, or was, of widening out the stair approach to the viaduct, it needs it.

My! how the women are showing up in the Women's Clubs, getting to be quite a bunch of them, growing like the VEA did.

More than a hundred automobiles are parked foot of 35th Street for the shop men and as many more on the south side space.

Harry Sjogren, Tom Scott and some of the other very busy heads I'll bet are aching to take a few days on the golf links this weather.

James Garside, veteran employe in Milwaukee Shops, died at his home in Milwaukee, at the age of 81 years. Mr. Garside was born in England, coming to Milwaukee when nine years of age. He entered C. M. & St. P. service when he was 18 years old and served continuously at Milwaukee Shops until his retirement five years ago. He is survived by four daughters and one son. The eldest daughter Miss Mary Garside is also a veteran in the Milwaukee ranks, having been secretary to Assistant General Freight Agent John M. Davis for more than twenty-five years.

## Des Moines Division Items

Frenchy

Conductor Nick McGrath left the latter part of April, to attend the O.R.C. Convention at Cleveland.

We are glad to announce that operator Joe Pope's little daughter who was quite ill for a week or so is greatly improved and Joe is able to smile once more. He didn't care whether "school kept" or not for a few days.

We understand that "Ole" is as good at the game of "500" as he is at bowling and that is surely some compliment.

Mr. Britt Stuber returned about the 11th of April after a two months' sojourn in "Sunny" California. Guess the sun really did shine down where he was, however. He expects to return to work about the middle of April at which time the other clerks are expecting to take it easy as Britt will have so renewed his vigor that he can do several clerks' work without half trying. He wrote some one that he was so tanned he presumed they would want to put him on the section instead of in the office.

We regret to announce the death on April 1st, of conductor M. A. Deer, in a hospital in Chicago, where he had gone for treatment for heart trouble. The bereaved family have the sympathy of all of Mr. Deer's old time friends on the division.

Dispatchers Edson and Dickman are spending their spare time gardening and beautifying their premises during these beautiful spring days.

Agent E. Fry at Farlin, was off duty recently account illness of his little daughter whom he took to Iowa City again. He was relieved by A. C. Jacobs.

Agent Stout of Adaza, has been off sick and was relieved by H. H. Jacobs, whose position at



Spirit Lake was filled by Mr. Speelman.

D. A. Myers, Agent, Waukece, is on the sick list and is being relieved by A. C. Jacobs.

Agents Rundberg and Hayatt were in Des Moines recently taking the physical examination.

Conductor W. E. Cramer is spending a short time at his lake home at Dent, Minn. and is being relieved by conductor Gilbert.

Nick McGrath was a Des Moines visitor recently, being relieved by conductor Shannon.

Mrs. Kent Hamilton leaves soon for an extended eastern trip. She will visit New York and Washington, D.C.

Conductors Caskey and Elliott have been pressed into passenger service recently.

Any one having tickets for sale please call on Jean, otherwise known as "Abie the Agent".

Conductor Tidball has been off duty, account illness of his wife and was relieved by conductor Frank Price.

Conductor Caskey is off duty with foot trouble. Earl Hartshorn says he advised Caskey last winter to wash them, but evidently his advice went unheeded.

Accountant Geo. Williams' little son Bernard was quite ill recently but is able to be back in school now.

C. V. Hammer paid the Des Moines Division a flying visit in connection with the receivership.

Ole Olson's little girls have been quite ill, but Ole says he got a night's sleep recently.

R. P. Edson is having his house painted and redecorated inside and out.

Conductor Caskey was forced to go back to his bunch of outlaws recently for a few days. He is now in the market for a new uniform.

T. D. Hakes has been appointed postmaster at Lavinia, account of the recent fire destroying the postoffice. No loss without some gain.

Operator DeLacerda at Rockwell City, and agent Mongold at Varina will soon exchange positions.

Conductor McCutchen is now on 95 and 96, Perry to Rockwell City, relieving Geo. Moore, who in turn bumped R. H. Gilbert on the branch line.

Any one desiring to know why the large crowd on 6th and Grand Avenue one windy day recently, inquire of Miss Jean Dallas.

Chief clerk McGovern's little daughter Kathaleen is ill with pleurisy, but we hope she will soon be on the road to recovery.

### R. & S.W. Division

Lillian L.

It looks very much like another bad case at the Beloit Roundhouse. Machinist Crowley cannot stay away from Milwaukee more than two weeks at one time. However, such things do not surprise us any more, as they have been occurring quite frequently of late.

Captain Freddy Miller has been "enjoying" several weeks of leisure at the Emergency Hospital, where he was recovering from an operation. Freddy, like all the rest of the fellows who go to this hospital, thought he was terribly popular with the boys, he had so many visitors. However, it was quite a blow when he discovered it was the blonde nurse—that was the centre of attraction. Understand Joe Conway felt it his duty to call on Freddy quite regularly. No wonder he bought a new Overland.

Our sympathy is extended to the family and friends of conductor John Rosenow, who passed away on March 21st at San Antonio, Tex., where he went last January in the hope of regaining his health. Conductor Rosenow entered the service of the Company on Sept. 18th, 1906, and was a very faithful and loyal employee. He had been on the Eagle Branch run for the last three or four years. Funeral services were held at the old home in Elkhorn, Friday,

March 27th, and was largely attended.

Jack Collins was on the sick list for a week or so, but you can't keep a good man down. Jack is back on the job, just as wild as ever.

We all regret the loss of Jesse Phillips, Cashier at the Beloit freight office. He decided to get some benefit out of the H.C.L., so he purchased a grocery store. We all extend our best wishes for his success. He has promised that all shipments will be refused unless they come C. M. & St. P. Atta spirit, Jesse.

Bill Fossum has taken Ted Day's place in the Beloit freight office. Day being appointed Cashier.

Mrs. George Kuckuck, wife of Engineer Kuckuck, who has been very seriously ill is reported to be improving.

Understand that conductor Herb Stiles is unusually fond of candy. His friends seem to be aware of this fact, and a lady presented him with a box on April 1st. Herb said to himself, "Here's where I make a killing" so he sent the candy to a young lady. Do you think there is a possibility of it being "April Fool" candy? Ask the young lady all about it.

The C. M. & St. P. Women's Club held a meeting at Beloit on April 4th. Refreshments were served, the committee being Mrs. Chris Hanson, Chairman, Mrs. Tom Tierney, Mrs. Morris Butler and Miss Louise Flasch. Miss Lawver gave a couple of readings and Miss Brown a couple of piano numbers, which were greatly enjoyed. The meetings at Beloit are to be held the first Saturday in the month.

Sometimes it is pretty hard to decide which one to take when you are waiting for a street car and a coupe comes along and stops. However, this does not seem to bother Helen and Nellie—ask them.

Miss Louise Flasch went to St. Paul for Easter. Heine Funk also went to St. Paul for Easter. Can't just understand this.

Engineer John Emigh fell from the cab of engine 8325 on April 3rd, spraining his left ankle quite severely. Better hurry and get back on the job, John, you are missing out on some of the stories your friend Mac is telling.

Everything seems to be working out fine for the Women's Club dancing party to be held April 15th. Tell you all about it in the next issue.

ILLINOIS DIVISION TAKE NOTICE. She must have red hair, the real article. No one putting henna on their locks need apply. She must be a home maker and a good cook, for he sure does love to eat. She must be an ardent radio fan. She must not have another sweetie now or ever afterward. He is a pretty good fellow, if he does smoke Camels and chew gum. Send all replies by special delivery, addressed "XYZ, Beloit Freight Office." We are sure the girl in the Master Mechanic's office at Savanna can qualify, but she should not defer sending in her application, as they are coming in thick and fast.

### Notes From the Traffic Department, Local Office and Docks, Tacoma

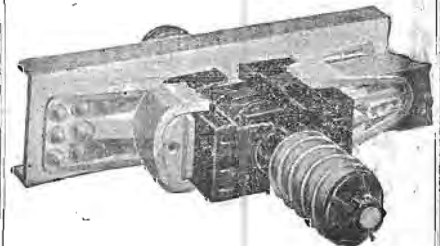
Mrs. Margaret Christensen of our Local Office force, resigned on March 31st and her position has been assigned to Mr. Francis Kirkland, son of Mr. Kirkland, Assistant Superintendent of Sleeping and Dining Cars at Tacoma. Mrs. Christensen will be better remembered by our readers as Miss Margaret Bolander, who for several years was Assistant Bill Clerk and Stenographer at Dock One and was a general favorite there because of her efficiency and un-failing cheerfulness, it being a real pleasure to hear her run the scale in laughing. The best wishes of her old friends and associates at the Docks will go with her on her retirement to

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housewifely duties. Of all our oldtime Dock girls only the charming and ever popular Miss Sophie Hanson is now left as a member of the Milwaukee family at Tacoma, but we shall always preserve kindly memories of the jolly bunch of girls who during the war and after helped Mr. Alleman to run the Docks.

Jack McKay, formerly Assisatnt Warehouseman at the Local Office, is now at the Yard Office and is developing into a great pedestrian in checking the yard. Jack's life in the mountains of Idaho has given him so much lung power that he can easily outdistance any other yard clerk.

Cedric Moyer of the Yard Office force, has been sick for some time but we are pleased to note that he has recovered and reported for duty again.

Captain Kirby, the oldest and most widely

known of the watchmen at the Docks, left on April 3rd for a few weeks' vacation which he is spending as usual with relatives at San Francisco. We feel sure that he will have a grand and glorious time in sunny California and gather some firsthand material as to the workings of the Eighteenth Amendment in those parts. When he returns to duty refreshed and rested we will no doubt be made aware of his return by hearing the familiar warning to some presumptuous longshoreman meddling with the oil can "Back up, ye second handed plug!"—During Captain Kirby's absence Anton Johnson, one of the old faithfuls at Dock Two, is going the rounds in his place.

William J. (Scotty) Kear, Assistant Foreman at Dock Two, is now riding around in a very nifty Overland Coupe, having traded off his old Chevrolet on a dark day when the salesman could not distinctly see what he was getting in trade. We note with pleasure, however, that he has not become uppish on account of the new car, but is just as generous as always in placing his car at the disposal of his friends. We appreciate the many lifts he has already given us and hope that he will live to give us many more.

Noah Waldron, the other Assistant Foreman at Dock Two, is now also riding around in a handsome coupe which he acquired by marriage. The other day he turned himself loose for the first time on the prairie out around Parkland, where he could do no great damage if the car got away from him, and for two hours he performed the most wonderful driving stunts, mostly involuntary, to the spellbound amazement of the adjacent residents. However, he has now got so he can tell the difference between the accelerator and the emergency brake and if he can keep out of police courts we may expect to see him drive through downtown traffic before long.

Mr. and Mrs. Jimmie Hogan of the City Office, went on a week's vacation to Portland on April 4th, the Rose City being apparently a very popular place for quiet and undisturbed rest, for Mr. Rasmussen, Chief Clerk at the City Office, and Mrs. Rasmussen also went there over a week-end about the same time. We trust they all came back much recuperated.

Mr. Shoemaker of the City Office, also was off on a week's vacation, but went nowhere out of town. Mrs. Shoemaker making him work so hard in the garden that he was glad to get back to work at the office for a little rest. He hopes to get another brief vacation later on which he intends to put in at Wenatchee, if it is apple blossom time.

Miss Fleetwood, Stenographer at the City Office, recently spent a week end at Seattle, our neighboring village, but indignantly denies the rumor that she was also on a visit to our other neighboring town of Steilacoom. Outside readers will understand that the Western Washington Hospital for the Insane is located at Steilacoom, whence Miss Fleetwood's protests. Miss Fleetwood, together with Miss Ruth Rossiter (daughter of Superintendent Rossiter), Miss Marcella Stevenson (daughter of Division Freight Agent Stevenson), and Mrs. Shoemaker and her two little children were recently selected by the Passenger Department for a mysterious purpose which required the co-operation of the best looking ladies available, but as we have been sworn to secrecy for the present regarding the affair we can give no details as yet. However, our readers have a treat coming one of these days.

### S. M. P. Office "Hazel"

Many changes have been made in our office force during the past month. The new Sheikh who has pitched his tent in Jim Davies' place,

is Mr. Charles Boehme.

Mr. Rudolph Seiden, Junior (Never forget the Junior), has taken Al Peters' position in the Master Mechanic's office and Al is now doing the timekeeping which was formerly done by his brother Ray, who has taken the position in the S.M.P. office made vacant by Ed Kaliz.

In reply to many queries as to what use the Pattern Storage Department are making of the pails and pails of water they carry on Saturday afternoons, would say it is not to perform the usual Saturday abolutions, but to scrub the floor.

Everyone is glad to see inspector William H. Gardner back from California. He reports a good time and surely looks fine.

Spring weather certainly raised havoc with the feminine office force, what will June do? Miss Emily Katzer, Stenographer to Asst. Supt. Motive Power Bjerkholm and an employe of the road for the past eight years, became the bride of Mr. Howard Chandler, Special Apprentice at Dubuque, on April 11th. We are all going to miss our "Emil!" After a honeymoon spent in Colorado the young couple will make their home in Dubuque. Miss Katzer was presented with a beautiful lamp from the office force and we all wish them both happiness and the best of luck.

Miss Katherine. Ryan is also in line for congratulations on her promotion to Miss Katzer's former position. That nice little girl who has taken Katherine's place, is Miss Karin Erikson.

Another wedding that many will be interested in is that of Miss Elinor Zuehl who became the bride of Mr. Frank Zastrow on April 4th. She was also the recipient of a gift from the S.M.P. force. Mrs. Zastrow will continue her work in this office as a stenographer. Best wishes and happiness are extended to "Pinkie" and the fortunate Mr. Zastrow.

Friends of Mr. and Mrs. John Quick will be interested to know that they were presented with a son on April 6th. Mrs. Quick was formerly Miss Eleanor Wissing of the Shop Superintendent's office and Mr. Quick was a former store room employe.

The usual casualties are occurring now that the cinder lot teams are playing base ball. A collection was taken up for a padded glove due to John Wutzer severely spraining his finger.

Age does creep on one. Mart Krueger now views the games from a box car roof and donates an occasional yelp.

### Dubuque Division J. J. Rellihan

The banana business is exceptionally good for so early in the season.

Several of our train men who have been on the "slow board" of late hired out on a Dubuque paving contract to break the monotony for the time being at least.

Conductor J. D. Walsh made a business trip to Montana last month.

B. and B. foreman Frank Meyers, who has been on leave of absence for the winter returned to work April 1st.

On account of a decrease in business, third trick operators have been taken off at Clayton and LaCrescent.

Our South-West Time Freight has been making a wonderful record during the past month, beating their schedule on an average about three hours each trip.

Ed Pierce, the popular newsie, and possibly the oldest man holding such a position, died in Dubuque the latter part of March. Mr. Pierce had been a cook in the B. and B. Dept. before taking the road job, and as he was quite popular with the traveling public his departure is sincerely regretted.



W. H. Martin, Second Trick Operator at Lansing, has bid in the temporary position of Second Trick, Marquette passenger station on account of the illness of operator Frank Dwork.

Section foreman Arnie Helle of Lansing, is enjoying (?) a vacation, serving as a jurymen at Waukon during the present session of court.

Conductor Billy Cutting is taking his spring vacation, and together with Mrs. Cutting are visiting relatives in Minneapolis. Walter Graham is filling in in Mr. Cutting's absence.

We have heard of rabbits laying Easter eggs, etc., but "Scotty" Muir tells one that beats that kind of a story. On a recent trip he was walking along the train near Waukon Jct., when he saw a hen leave a nest. Upon investigation he found six eggs. Next trip he found two more, and on the following day the nest contained a quart of "moon".

Agents McKinney of Lansing and Intlekofer of Waukon were successful candidates in the spring election, and will serve the public in the capacity of city aldermen.

Dispatcher Ed Olson has been granted a three months leave of absence, during which time he will try his luck in the automobile business in Cedar Rapids. Ed's many friends wish him the best of luck in his venture.

Martin Whalen has started out with an extra gang, the season's work opening up at Lansing where there is quite a bunch of cinders to put under.

M. H. Murphy is in charge of the station at LaCrescent while agent Ed Hurley is in Chicago attending a general committee meeting of the O. R. T.

Harry L. Stull, Switchman at Marquette, returned from a three months vacation which he spent visiting his father and brother who reside in California. He reports attending the "Iowa" picnic there in February and meeting several of the boys from these parts, also our former Supt. Mr. Stapleton, who is looking fine and appears to be in the best of health.

The Dubuque Chapter Women's Club is going strong. The March meeting was in charge of the clerk's, thirty-eight ladies being in attendance and all present report it as being a most enjoyable affair. A complete write up of the meeting no doubt will be found under the heading "C. M. & St. P. Women's Club" which will be worth while reading and should be convincing evidence that the Dubuque Chapter has talent for affairs of this kind not be duplicated on the system.

#### Fullerton Ave. Building

J. T. Griffin

Mr. E. T. Ruthenbeck, Asst. Head Clerk of the Pay Check Department of the Auditor of Expenditure's office, left to accept a position with the Public Service Co. We all wish "Ruth" much luck and success in his new enterprise.

Miss Martha DeKeukelaere of the Central Typing Bureau, has been transferred to the Statistical Department of the Auditor of Expenditure's office in place of Miss Dorothy Robartz, who left recently.

Miss Katherine Boiselle of the Auditor of Expenditure's office is flashing a new "rock." We surely wish you much happiness in the future Katherine.

Miss Sabina Cohen of the Auditor of Expenditure's office, has now joined the ranks of the Wallace bread eaters. We surely hope it will be successful, considering the cost of the bread. It's really not the original cost but it's the upkeep.

Mr. R. R. Galligan, formerly of Austin, Minn., is now employed in the Bookkeeping Dept. of the Auditor of Expenditure's office.

Mr. Karl Holtgren of the Fuel Dept. of the A. of E. office, has been transferred to Mr. Sparrow's office, to assist Mr. Rockefeller.

Everyone is trying to find out who the "good Samaritan" is who is sending turkeys to George Washbish of the A. of E. office.

Miss Harriet Kennedy, Librarian of the Women's Club, reports she has lost 5 lbs. since her newly acquired position. The books that are left on her desk as donations weigh her down when carrying them, although she is glad to receive them.

Mr. Arl Montgomery of the A. of E. office, is still hanging around the elevated station. He'll never outgrow that habit.

Wonder if Miss Juanita Buxton, A. of E. office, has located Mr. Stiff as yet, and if so, how did she greet him. "It's Tuff Waanie."

Miss Daniels, office of Assistant Comptroller, has decided that it is a good thing for some people, that the police are able to locate lost cars. You'll win him back now sure, Georgie.

The Milwaukee "Fun Club" is now organizing for the summer season. Jim Harvey, Freight Auditor's office, chairman of the Club, is looking forward to great things this season. He has several surprises in store for the members. Those wishing to join can consult Mr. Leo. MacCormac, C. Becker, J. H. Mellquist, or Ed. Ludwig, who will be glad to receive applications of those who wish to join. Week end trips, a two day voyage in calm waters promising a most enjoyable outing as well as being something new in the way of a program for the 1925 club meeting. The attention of the club members is directed to the fact that 1925 dues are now payable.

Dorothy McFetridge, Ticket Auditor's office, has gone to the Mayo Bros. Hospital for treatment. She was remembered at Easter time by her girl friends in the Computing Bureau, who sent her some beautiful flowers and who hope it will be but a short time when she will be on duty again.

When told to call up Galewood and get Mr. Holland at Cragin on the phone, Ollie Anderson, Freight Auditor's office, called Galewood and asked for Mr. Cragin and was told that they had no one by the name of Cragin at that station. She was set right later on when she came to; the reason for this mixup was that Ollie was all dressed up in her new gown and had a dinner engagement for that evening and her thoughts were only of the eats and him.

Dorothy Terry, one of the popular girls in the Computing Bureau, Ticket Auditor's office, is wearing a very pretty diamond ring, which, of course, means wedding bells in the very near future. Congratulations.

One of the most obliging young men in the Fullerton Ave. Bldg. is C. Vandegna, Freight Auditor's office. On a crowded Fullerton Ave. Car recently, when asked to move forward by some of the girls so as they could get on the car, he remarked, "Do you want I should get off, so as you can get on."

Quite a change in Laura Hinley, Freight Auditor's office, here lately and our attention is called to the fact that she is dieting and shunning all sweets (except Eskimo Pies, candy, etc.), in an effort to reduce, following the example set by Andy Gump, they say, stop, look, and listen. Laura, you are gaining weight each day. For further information on how to reduce see C. E. Peterson.

It is a mighty good thing for A. H. LaRue, Sr., Auditor of Overcharge Claims' office, that he has some one to depend upon in order for him to know when he arrives at his getting-off place, but the girls in the Computing Bureau fooled him recently. They decided they would go further than Cicero Ave. one evening and sure enough, LaRue kept on riding when all of a sudden he woke up to the fact that he had passed Cicero Ave. and remarked to the girls, "Why, we passed Cicero Ave. girls," and she

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girls replied, "yes, we know we have, we are going to a party further west," and LaRue got off and walked back. Don't depend on the women folks A.H. Your young enough to know better.

The girls in the Typing Bureau, Ticket Auditor's office, were glad to see Mary Cascino and Leah Aaron back at their desks after their sick spell.

Sick room bouquets were sent to the following employes by the Fullerton Employees' Association:

Barbara Hochrein, Ticket Auditor's office.  
Agnes McGrath, Ticket Auditor's office.  
Rose Finnell, Ticket Auditor's office.  
Dorothy McFetridge, Ticket Auditor's office.  
Leah Aaron, Ticket Auditor's office.  
Ardell Westerberg, Ticket Auditor's office.  
T. D. Fitzgerald, Auditor of O/C Claims office.

F. J. Shannon, Adtr. of O/C Claims office.  
Anna Alivinski, Car Accountant's office.  
Beatrice Mauch, Freight Auditor's office.  
Eric Heimerle, Freight Auditor's office.  
Francis Hoffman, Freight Auditor's office.

The officers and employes extend sympathy to—

Evelyn Jaffe, Ticket Auditor's office, death of father.

Mary Kelly, Ticket Auditor's office, death of father.

Felix Specht, Auditor of Sta. Accts. office, death of father.

John Burch, Auditor of Sta. Accts. office, death of father.

E. E. Moore, Paymaster's office, death of mother.

J. W. Severs, Auditor of Expenditure, death of father.

J. K. Stanley, Freight Auditor's office, death of brother.

Bessie Welch, Auditor of Expenditure office, death of brother.

### C. & M. Division Notes

Eleanor

Well, Spring is here at last, and the Depot Park is a very attractive spot right now, along with being quite the attraction for the boys on the second floor. Present prospects indicate a rushing business for the oculists by Fall. Better get your order in early, boys.

The old saying "Three times and out" seemed to work out pretty well in the case of Mr. Woodworth, our Chief Dispatcher, who has finally succeeded in getting to Providence, R. I. after two false alarms and elaborate preparations. He and his wife left Saturday and we are afraid that the Great White Way Down Broadway will get the best of them and they will forget to come back.

Mr. Marquardt, our Accountant, has been wearing a million dollar smile the last few weeks; yes, there is a very good reason, a little baby girl who is called Julie. Congratulations, Henry, one girl is worth ten boys.

Mrs. B. C. Babcock, wife of Dispatcher Babcock, has just returned from an extended trip South and reports having had a delightful trip.

Mrs. Carrie L. Bush of the Superintendent's office, has also returned from a trip to Florida and Cuba and claims that the South will never lose its charm for her.

The Women's Club entertained in the Club Room last Saturday at a reception in honor of Mrs. E. H. Bannon, who was Secretary of the Club and is leaving for Sioux City with her family to join Mr. Bannon. The Club will surely miss her as she was such a splendid worker.

I understand Cathie, Trainmaster's Steno., gave the folks around Bayview quite a thrill last week bicycling around the boulevards. The

trip itself was fine, so she says, but she couldn't say so much about the next day. Remember, Cathie, beginnings only are hard. Keep up the good work and soon you will be able to come to work on your charging steed.

Brakeman Irving Rohde, the Shick, was on the sick list for a week, but is back on the job OK for his usual speed. Looked pretty nifty with his spats and oh, boy, the wave in his hair. Looks like you slept on a washboard, Irving. Give us the tip-off.

Conductor H. R. Bond is getting in his rest early this year at Mineral Wells, Texas. Good idea, Henry, hope you will be all pepped up by the time the Fox Lake business opens up, as your smile is quite a drawing card, I understand.

Brakeman Henry Hastrich has laid off for a spell and is visiting at Portland, Ore. Better get your rest in early, Henry, as the Summer business will keep you stepping.

Our old friend Dan Burlingame, gave us the pleasure of a little visit last week, but I guess that he figures that short visits make long friends, as he was just in and out again. Come again, Dan.

Conductor Frank Crapsey is back on the job after a long siege. We are sure glad to see you back, Frank, hope you will keep feeling fit.

Girls, take notice:—Got a note from H. W. Vandeloet informing me that my article last month about him joining the benedicts is all wrong. He is still single and living the life of Reilly, he informs me, so there is still hope.

Conductor Nourse has returned to work after a long rest and is sure looking fine and full of pep.

I understand Fred Urtubees is practicing hiking and is thinking of trying a Marathon soon. How was the scenery around Silver City, Fred?

Engineer R. N. Scott and wife have also been vacationing down South and just returned. Both report a fine time.

### Tacoma Shop Notes

"Andy"

Mr. F. R. Goranson, Stationary Fireman at Tacoma, dropped dead in the power house recently, due to heart failure. The heartfelt sympathy of his many friends among the railroad folk is extended to the family in their bereavement.

Mr. Cessford has added about 24 inches of rubber hose to his equipment for self defense and has declared war on all pesteriferous round-house foremen. Peace was not declared however, until two vicious encounters had taken place, and believe me, they don't bother him any more.

Since the event of the opening of fishing season, our well known anglers Harvey Snyder and Geo. Spraguer, have practically lived with the fish, in fact to such an extent that their hair makes tales sound fishy.

The Store Department office is getting all dolled up. They are increasing the size of the office, don't know if it is to provide more foot room (no names mentioned) or if it is to make more room for bigger ideas, however, the additional room is a much needed feature.

Our special apprentice R. Harrington, who was taken ill recently, has been taken back to Minneapolis by his father, and our hopes are for a speedy recovery and we will soon see him back on the job.

Fred Lowert is a golfer—sounds funny, eh!—well, it is. Al Portecost recently took him on for 18 holes, which were made in 463 (par is 76). We will not delve into any further details of the game, due to some of the choice language used, however, we understand that Fred cleared all the brush off the course and dug up all the sod. He's lucky if he is not



W. H. CROFT  
First Vice-President

M. S. PAINE  
Secretary-Treasurer

# MAGNUS COMPANY

(INCORPORATED)

## Journal Bearings and Bronze Engine Castings

NEW YORK

CHICAGO

sued for damages by the Golf Club.

The Mountain View Hotel, or what is more commonly known as the "Beanery" at the shops, is now under new management, also under a new coat of paint. Various other repairs have also been made, so the building now presents a very pleasing appearance.

A committee picked by Mr. Pentecost, composing, G. W. Taylor, W. Luebbe, Otto Scheitze and Matt Cline, paid a visit to the N. P. shops, to look over their facilities for handling of locomotive maintenance, to make comparisons and in the search of new ideas.

A committee composing of T. Bricker, G. Cessford, E. Morrison and Matt Cline paid a visit to the T. & B. Foundry for the purpose of obtaining valuable information in connection with the pouring of brass, babbitt, etc.

Miss Hortense Holmes, and Miss Vivian Hicker, Comptometer Operators, have been working in the Store Department during inventory.

### General Manager's Office, Chicago

Since the Milwaukee went into the hands of Receivers the office seems to have taken on new life and the mail seems to be a good deal heavier, every one realizing the necessity for snapping into it at all times and making the department more efficient than ever before, if that is possible.

While the general trend of business seems to have let up to a certain extent, yet the regular duties and correspondence are somewhat heavier and the old spirit of keeping ahead of the work is imbedded in us all.

The pleasant smile of Miss Carlson has been missing for the past month due to the very serious illness of her mother, which necessitated Miss Carlson taking an extended leave of absence.

Miss Nessel was in low spirits the past week due to one of her wisdom teeth being out of commission. Having read "you can do it better with gas", she reluctantly consented to allow the dentist to try it on her with the result that the following day Joe was missing from the office as well as the tooth missing from her jaw. However, all her worries are now over and she is back in her accustomed good natured way again.

Since the inauguration of the Green Follow ups in the file room, the efficiency of that department has increased 100% and the extra help that was necessary for a while has been dispensed with.

George Harder was absent during the first part of the month due to a slight touch of the flu, but recovered rapidly and got back to work in time to have the Monthly Efficiency Book out on time.

Even though John O'Toole has to do a good bit of walking around the house at night, doing

his best to keep John Junior quiet, he is always wide awake at the office and looks none the worst for the great many hours he puts in each night and day.

Mrs. Petersen is becoming a handy-jack-of-all-trades woman, doing a little bit of everything around the office. She will probably be putting in a requisition for another desk in order to hold all of the work she is getting?

Joe Kane and Bill Ahern have been doing a considerable amount of traveling lately, which evidently meets with the approval of the rest of the office force.

Our efficient office boy is looking and feeling a great deal better during the past couple of weeks, it being rumored that he is back again on good terms with his fair Elgin Sheba.

### Iowa (East) Division and Calmar Line

E. E. E.

Train dispatcher J. T. Raymond has returned to Marion and resumed work April 3rd, he reports visiting with G. L. Whipple at Long Beach, Calif., who was there for a brief stay, several fine visits with Asst. Agent J. H. Windsor at Pasadena, also visited with W. W. Collins of Pasadena, Cal., J. W. Stapelton of Alhambra, Calif., R. B. Campbell of Ontario, Calif., S. N. Baird of Los Angeles. These gentlemen are all in good health and enjoy meeting "Milwaukee Old Timers". They receive the Employees Magazine and peruse the contents with much interest. Enroute home J. T. R. spent two days at the Grand Canyon, a day in Kansas City with Asst. Supt. J. F. Anderson, and a couple days in Chicago visiting chief clerk J. L. Franz and other friends.

Conductor Wm. Lally has resumed work on Nos. 7 and 8 after being off account of illness.

Born April 7th to conductor and Mrs. F. S. Craig a son, The Magazine extends congratulations.

Operator Mac Stewart of Oxford Jct. was off for ten days visiting his daughter in Indiana and relatives in Davenport.

Agent J. Maloney of Sabula was off duty for several days account of sickness. Ben Haffner relieved him while he was off.

Operator A. J. Campbell, Atkins Yard, was off three days and spent Easter Sunday in Savanna with his daughter and family at that place.

Operator G. H. House has returned from Florida and resumed work at Paralta. Third trick M. B. Leonard who has been relieving him expects to take a three months leave of absence account of his health.

Miss Sylvia Peterson of Minneapolis is the new comptometer operator in the division accountants' office.

Miss Lillian Briggie has been appointed Pay



PRIME'S PLUGS

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MANUFACTURING CO.**  
MILWAUKEE, WISCONSIN

The "MILWAUKEE" are  
Using the Best Locomotive  
Piston Rod and Valve  
Stem Packing on Earth  
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Headlight Cases—Sheet and Cast Metal  
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Lighting accessories, such as switches  
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Better Illumination With Fewer Units With  
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### THE PYLE-NATIONAL CO.

The Pioneers and Largest Manufacturers of  
Locomotive Electric Headlight Sets  
General Offices and Works  
CHICAGO, ILL.

## SIMPLICITY

The Buckeye Yoke is cast in one piece and, all other conditions being equal, it is therefore stronger than any other cast steel yoke of equal weight composed of two or more parts.



THE BUCKEYE STEEL CASTINGS CO.  
COLUMBUS, OHIO

New York-Chicago-St. Paul-Louisville-London

Roll Clerk in the Master Mechanic's office at Marion.

Operator Geo. Crabb of Cedar Rapids Ticket office, spent a couple days in Chicago visiting and taking in the sights.

Agent J. N. Hutchins of Spragueville, was off duty for several days account sickness.

Agent J. L. Coffey of Cedar Rapids has been seriously ill for several weeks, and was taken to Milwaukee to consult a specialist at that place. Mr. Coffey's many friends on the Iowa Division hope for his speedy recovery.

Chas. Laird, Chief Clerk to Division Storekeeper at Marion, was called to Minneapolis on account of the serious illness of his father.

Agent H. E. Seeley of Greeley, is off duty account breaking his right arm while cranking an auto. W. D. Schesser is acting as relief agent while Mr. Seeley is off.

T. H. Lynch has resumed work at Delaware, after spending a couple months in Florida.

Conductor and Mrs. E. C. Fox of Marion, have gone to Turlock, Calif. for an extended visit with relatives.

Train baggageman C. H. Hayward, was called to Perry, account of the serious illness of his mother at that place.

Brakeman L. O. Tucker of Marion, has been off duty for several days, account of illness.

Conductor J. G. Standish was off a few days, account of sickness.

Brakeman Lee Mulroy was off duty for a few days, account of an injury received in an automobile accident April 12th at Davenport.

Conductor F. E. Pike has resumed work on the Maquoketa-Davenport passenger run after spending the winter in Florida.

Conductor D. G. Hickey has taken the Way Freight job between Monticello and Oxford Jct. displacing conductor A. E. Young who has taken a braking job on 93 and 94 between Monticello and Calmar.

Conductor Wm. Reep who has been holding down a car in the pool between Atkins and Savanna is back to Marion and taken a braking job on the Marion-Atkins-Cedar Rapids Transfer run, account of taking his car out of the ring.

The barn on the Harry Murphey property was destroyed by fire Saturday, March 28th, catching fire from burning grass which got beyond control, a large chicken house nearby was partially destroyed. Mrs. Murphey is a clerk in train master Gibson's office.

Mrs. C. H. Marshall has returned to Marion from Tacoma, Wash., where she spent the winter with her son Walter Marshall.

Le Roy Barber, son of engineer and Mrs. W. R. Barber of Marion, was married to Miss Esther Kock at Flairstown, Iowa, April 11th. Both young people are employed at the Linn County court house. The Magazine extends hearty congratulations for a happy married life.

Ward Pringle, son of conductor and Mrs. James A. Pringle of Marion, died in a hospital in Chicago, Friday, March 27th, following an operation. The body was brought to Marion and funeral services were held from Masonic temple, Tuesday afternoon. The Magazine extends sympathy to the bereaved family.

Conductor F. E. Winston, received word April 14th of the death of his brother Lew at Tacoma, Wash. The Magazine extends sympathy to Mr. Winston in the loss of his brother.

The interest in the activities of the Marion Branch of the C. M. & St. P. Women's Club since its organization last December indicates a determination on the part of the President Mrs. Flanigan and her corps of able assistants to make a record for the club second to no other club on the system. They are receiving the hearty co-operation from the membership and the prospects are bright for a year of sub-

stantial achievement in accord with the noble purposes of the organization.

## West I. and D. Inklings

Dot

Spring is here early this year and it appears as though it were here to stay. The farmers are all getting their crops in and the meadow larks and robins are singing everywhere.

Daily service once again both on the east and west end is gladly welcomed by the engine and trainmen on this division. Effective April 14th, 92 and 97 east and 191 and 192 west freight trains which have been running tri-weekly all winter will run every day and this will give the men more work or rather more men work, and at the same time I believe it will get more business for the railroad. The passenger business has not suffered any great loss due to the two bus lines that have been established between Murdo and Chamberlain and Murdo and Sioux Falls. For one thing the bus charges just about twice as much fare as the railroad does. It should be of interest to every railroad employee to talk in favor of the railroad and try and show their friends that the railroad is the one that will stand the real test. Take for instance where the bus line runs over highways that are not paved. In rainy muddy weather when the roads are almost impassable the busses cannot run until the local road maintainers have made the road fit for travel again. This is especially true in snow blockades. But on the railroad—who comes out and clears the track for the trains to run?—the railroad itself. Then the question is, why should your town, your country your state maintain a highway for the benefit of a private bus line that profits no one but the concern that owns it, when the railroad has to maintain its own track and in addition pay a heavy tax for the privileges of operating? Boost your railroad. If it should come to pass that the busses and trucks put the railroad out of business, you, along with 49,999 other Milwaukee employes would be out of a job.

Roundhouse foreman A. A. Ricks made a trip to Mason City on April 13th to be present at a meeting there that morning.

As it is not probable that I shall see all my railroad friends personally, I take this means of offering them my deepest gratitude for their kindness and sympathy during the illness and after the death of my husband, Lewis A. Westfall, aged 31, who died of pneumonia at our home here in Murdo on Febr. 24th. No one who has not gone through the experience can understand what friends mean in a time like this, and I can truly say that you are all real friends and that your kindness, whether it was expressed in words, deeds, or floral offerings will never be forgotten. (The sympathy of the editor and entire staff of magazine correspondents is extended Mrs. Westfall in her bereavement and sorrow.—Editor.)

Having just returned to work after six weeks off duty I am not really up to date on the news proposition, but if you will excuse it this time I will try and do better in the future and have all the news in the magazine.

## Chicago Terminals

Guy E. Sampson

Ain't we the "lucky guy" sometimes? Last month we had so many items sent in to us that there was not room enough in the magazine for all of them without crowding out several pages of other important reading matter, and here it is the last day we have left to get our items in for May and not a single line in sight as yet. Wish we had saved some of last month's news for this issue. Oh, well, this is our 13th year for the publication of the magazine so we will have to expect a few drawbacks.



On March 28th a little daughter was born to Truman Jimmie Stewart and wife, but for some reason Jimmie never said a word about her to the boys and if the house keeper had not made a mistake and put a bottle of the boy's milk in Jim's lunch pail in place of his coffee the boys might never have known. All right Jim, we congratulate you just the same as though you had come to work next day with a broad smile and a box of "Dutch Masters".

Arthur Bombard, our second trick caller at Bensenville was recently stopped by a tramp about 6:30 P.M. near the county line switches. Arthur is not a very husky chap so Mr. Tramp thought he had easy pickings and demanded Arthur's watch. But the unexpected happened for Arthur quickly landed a "Firpo" squarely on the tramp's jaw. Arthur still has his watch and somewhere there is a tramp with hot shoe soles and a sore jaw.

Yes, Pat Cary is entirely without teeth just now but what in the world did engineer Harper want the discarded ones for? We don't know.

Engineer J. K. Smith had such a different appearance the day after Easter and at first we could not make out what was the matter, but on taking a second look we noticed the "Chas. Chaplin" mustache was responsible. Wonders will never cease.

Engineer Wm. Brechlin is recuperating at home after his operation, and all the boys are glad to see him looking so good.

Tom Collins is also back on the job after a month spent tied up with eye trouble.

Herman Beyer and Joe Jellie are both making the dirt fly around their new homes which they are having erected at Bensenville.

When you say "Step on the gas" you express just what Chi. Term. employees are doing right now in getting time freights out of town. Our Seattle Mdse. train is leaving Chicago four hours earlier than formerly and our Kan. City Mdse. is leaving 50 minutes earlier than it did. And the boys enjoy shaking them up too for they know that future business on any railroad depends on service rendered.

Switchman Thor Kleven has purchased the new home built by Smethurst last year. Smethurst taking 90 days leave of absence to hunt up another house.

Understand "Steamboat" Blevans has taken his annual leave of absence and has gone to Kilbourn City, Wisconsin, where tourists' money falls off trees in the summer months.

Switchman Lewin had a narrow escape when he recently fell from the top of a box car. Reported that he will be kept at home for a month or so but no bones were broken. Lucky boy.

General yard master Nic Webber of La Crosse, Wisconsin, visited the Springer and Walters families this month. However, there was so much to see down town that Nic didn't have time to run out to Bensenville and see the rest of the boys he knew. May be next time, so he said.

Mrs. Lueke, wife of switchman Wm. Lueke visited in Milwaukee and Green Bay with relatives this month.

Oh, yes, Wm. Doyle has a bran' new ESS EXX sedan and we can't say what the out come will be for "Billie" was a great favorite with the girls even before he got the new auto. He says it is a 1926 model, too.

#### Notes From Galewood Station

Ethel Gibbs, our Payroll Clerk, has startled the motor world with a new puncture proof tire. Ethel says she rides over glass and nails, but an investigation showed that she had been riding on the rim of the wheel for a couple of weeks. All right Ethel, see Mr. Carley for the "Balloon Cords."

On Saturday, April 11th, 1925, Galewood

said goodbye to another one of its bill clerks, Miss Ruth Bentley. A party was held in the Ladies Rest Room during noon hour. Lunch-noon was served and a good time was had by all. Miss Bentley will visit relatives at Edgerton, Wis., before she sets sail on the sea of matrimony.

Florence Hale says the next time she carries a cake she will use a wash basket. One morning, recently, Florence arrived with two whipped cream cakes. There was more whipped cream on Florence's coat and hat than there was on the cakes.

The freight office at Galewood is all decorated with new lights, which makes Galewood look like the "Great White Way." All we need is a coat of yellow paint to top it off as a first class office.

The stork visited the home of Mr. and Mrs. Steve Mandalky and left them an eight pound baby girl. Mother and daughter doing nicely.

S. D. Timmons reports the two-tube "Super-Iodine" Crosley radio working fine. Tim says Bofoe, Kokomo and Hastings, Nebr. broadcast some snappy programs.

We express our deepest sympathy to Car Record Clerk Earl McLennon whose mother passed away recently.

Spring is here. We know it for sure. All doubts were set aside when Fred Story shaved off his whiskers and put the red flannels in moth balls for next winter.

Everyone was glad to see Milton (Ducky) Kindt back on the job feeling fine after an operation for appendicitis.

Thomas Dyba of the Infreight Department is on the injured list with a broken wrist. Cannot obtain facts as to cause of injury, but a reliable party tells us Tom was pushed off a street car.

Ruth Johnson, one of Galewood's fair bill clerks is spending a month's vacation with relatives at Mobile, Ala.

Rate clerk Julian P. Dickey made a hurried trip to Louisville, Ky. to bring his mother back to Chicago for an operation. We all wish Mrs. Dickey a speedy recovery.

The vacation season is on. Car record clerk Leroy Meyers was the first one at Galewood to get "Spring Fever" from all reports. Mr. Meyers is having a fine time in Cicero.

Two or more teams from Galewood Station have entered in the Bowling Tournament which is being held at Janesville, and Galewood will be well represented, as the fans have taken quite an interest in this affair. The bowlers feel sure of coming back with some honors. Watch us go.

Traveling Inspector Garvey & Stainer checked up the station in March and gave us a clean bill of health.

The merchandise business was heavy in March. We handled 42566 tons through the freight house, besides having an average of 28 through cars for various points on the line.

Traveling auditor Fraser and others finished checking the accounts on Saturday, April 11th.

We are glad to see our chief telephone operator Miss Molly Slater back on the job feeling fine after her long illness.

#### Women's Club, Minneapolis, Creates Disturbance at Their Meeting

Place—Room 18, Depot Building.

Time—Afternoon, Feb. 20th, 1925.

Scene—Wonderful.

Act—Second.

At this meeting, one of the women was heard crying, the crying was such that would make anyone who heard it feel that everything was not right.

Several men, who were around the building, ran to the third floor expecting to find Mr.

## Keep Your Balance

One of the most useful and difficult lessons to learn is always to keep your balance. Nothing steadies a man better than a savings account.

Our Coupon System for saving is an incentive to save systematically with ease.

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See our agent today or fill out coupon below and send to Supt. Railroad Dept. 0000, Saginaw, Mich.

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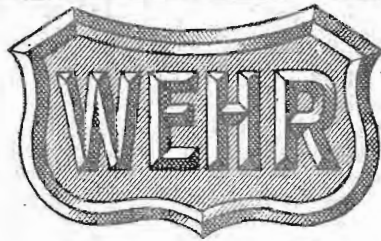
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# Electric



# Castings

## Steel

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Distributors of

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## THE SENTINEL BINDERY

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Manufacturers of

COMPRESSED-DISSOLVED ACETYLENE  
and CALCIUM CARBIDE

We respectfully ask all users  
of Compressed Acetylene to  
make *weekly shipments* of all  
empties accumulated during  
the week

Home Office  
MILWAUKEE, WISCONSIN

Acetylene Plants: Milwaukee, Wis., Bettendorf, Ia.  
Carbide Plant: Keokuk, Ia.

Alexander, (who is the Signal Engineer, and ladies), on the war-path. When these men arrived on the scene and found out what was the cause, they immediately returned with a sheepish look, which was worth the price of a first-class show.

These men saw an officer of the law running up the stairs all out of breath, who was responding to a report that someone was being murdered. They thought the joke so good that they did not try to stop him. The officer soon found out what was going on and retreated, taking two steps at a time, presumably with the thought in mind to get away without anyone knowing he was upstairs.

A very excited man was stopped just as he was about to turn in a fire alarm, as he had made inquiry from one of the men who was coming down the stairs in a hurry as to what was wrong and he reported a fire.

All the excitement was caused by a woman giving a reading which called for considerable crying!

Resolved—That the women post notice at the foot of each stair landing, date their meetings are to be held and what is to take place so it will not be necessary for the men to go up three flights of stairs to find out what is going on.

It's a pity that the women cannot get together without the men nozing in.

### I. & D. Division Items

J.L.B.

Mr. W. F. Cody, D.F.&P.A., is back on the job again, having returned from Rochester, Minn., where he underwent a major operation. He is looking fine, and he says the old engine is good for a long run now. We all hope so, and are glad he has regained his health.

Ticket agent Robert Quandahl is all smiles these days. He and Mrs. Quandahl are rejoicing over the arrival of a beautiful baby girl. They have given her the name of Barbara Jean. Don't forget the cigars, Bob.

Carl Donovan, Chief Yard Clerk, Mason City, was reported off a few days last week on sick leave.

Passenger conductor Geo. Warner, is back at work again, after being off a long time on account of sickness. Geo. is looking well and happy, and we are all glad to see him signing up the 31's again.

Dispatcher J. M. Trayer from "D.S." office took a two weeks vacation during the latter part of March. He and Mrs. Trayer visited his folks at Lansing, Ia., also spent a few days in Madison, Wis. and Milwaukee. Joe was relieved by F. J. McDonald from "H" office.

Operator V. P. Zohn from New Hampton was on side table at Mason City in March doing relief work.

Engineer Fergus Bohen and family have just returned from a few weeks vacation spent in Los Angeles, Calif. and other western points. He reports having a fine trip.

Roadmasters Montgomery, Gasper, McMahon, Core, and roundhouse foremen Bradberry Ricks and Casey were in Mason City recently attending a meeting in the superintendent's office.

Operator V. P. Zohn from New Hampton was on side table at Mason City in March doing relief work.

Roadmasters Montgomery, Gasper, McMahon, Core and roundhouse foremen Bradberry Ricks and Casey were in Mason City recently attending a meeting in the superintendents office.

Pres. W. G. Bied of the C. & A. Ry., in car 500 passed over this division enroute to Chamberlain, S. D. recently.

Perishable freight inspector Geo. Schramm and family have returned from a visit with friends in Minneapolis.

Between the troubles at the Chamberlain bridge, the Safety First Meeting, Coal Conservation meeting, Investigations meeting in Minneapolis and numerous other happenings, our popular Supt. C. S. Christoffer, is about the busiest man on the I. & D. division. With about 650 miles of track, four sub. divisions, and two train dispatchers offices to look after, it's no joke to be superintendent. C. S. C. doesn't seem to mind it though, as he often covers the whole division twice in a single week.

A little mouse was the cause of a rain of terror in the superintendent's office a few days ago. It was this way, when Mable, the Comptometer Operator opened her desk afetr lun a mouse jumped out, then Mabel jumped out of her chair, the mouse squealed and so did Mabel. Otto armed with a coupling pin, Don. with a two foot rule and Fay with the feather duster advanced in battle formation, and made a heroic effort to annihilate the enemy. Just then a gust of wind from an open door started a small ball of paper rolling down the aisle to the west, a yell went up, when it passed Marie she looked scared and promptly did a beautiful "fadeout", Ruth, at the next desk, saw it coming and somersaulted out of her chair, landing on the windowsill, and with a frightened look in her brown eyes, shouted "Don't you dare come up here". About this time Mac., from the dispatcher's office, stuck his head in the door and enquired what all the racket was. Some one said it was a mouse, and Mac. laughingly replied, oh rats! this cupped the climax, May fainted at her desk, and Ruth expired over in the



corner, the cat fell out of the second story window, the clock stopped ticking, and the little mouse who had made his "Getaway" danced with glee, in his home in the wall. Mabel explained that the mouse was as big as a bear, but we understand that she afterwards confided to the watercooler that she guessed it was only about an inch long. Carl Ring, Division Accountant, returned from lunch about this time and order is restored. The cat was laid to rest with honors, the typewriters are merrily clicking away, the clock resumed its work, Mac is back at his telegraph keys, the water cooler still keeps its secret, and from across the street comes the faint strains of a Mexican love song, wafted on the breeze through the opened window (By the way, the same breeze that rolled the paper up the aisle), but out of the ashes and wreck of this battle ground, a great lesson has been learned, a great resolve has taken possession of these girls. The men are alright to chase the girls, but in the future, the girls will chase their own mice.

### Madison Division Notes

This is the season of the year when Dick Erdman wails loudly for an extra gang and more tie.

Irv. Schultz shaves off his mustache.

Bill Kline brushes off that dusty one about the "musky" that got away.

The C. & M. Division want representation in Janesville Yard.

Freebern explains difference between inventory as of March 18th and book balance, with special reference to arch brick. He says the reason for being so far off on March brick is because he took the inventory at midnight.

Train and enginemen get displaced. (Bumped).

Berdella buys a new Ford and Fred Liegois takes his old one out of "cold storage".

Eddie Dousman visits Hollywood. Understand he failed to qualify for place with Mack Sennett beauties and is back working.

University of Wisconsin baseball team wins from Burke.

Tarp discards his galoshes.

Margaret can't decide whether to buy high or low test.

George drains the Quaker Oats out of his radiator.

Chapman feels romantic and breaks an office chair while making a date.

We would like to be rich enough to own a membership in the Black Hawk Country Club.

Some of us start to raise weeds, and all of us ask "When do we get our vacations?"

Wm. Tehan, Boilermaker, says he would like a job as timekeeper. Bill is going to night school taking up bookkeeping. Anyone who has any books to keep, give 'em to Bill—he has bought a new cedar chest to use for that purpose.

Phil Thurber for many years the agent at Muscoda, has accepted the agency at Darlington.

Smiling Geo. Drainsfield, our new Night Roundhouse Foreman from Janesville, seems to be a live wire. Like C. E. Lotte, he is up and at it all the time. How do you like Madison, George? Isn't it Capital?

What should the charge be against a man that signs train registers with a red pencil? We agree.

Mr. C. L. Lotte, our new Roundhouse Foreman at Madison, is rather lost in Madison at present. His wife and family are still in Janesville, waiting for school to close, before moving here. Clyde was watching the public hurry

along past the New Washington Hotel, as he stood on the veranda the first night in town, "Gee" he said, "seems as though everybody has some place to go but me."

From latest reports Mr. Johnson will be located at Albany, N. Y. and Mr. J. P. McDermott will be located at Pittsburgh, Pa.

Edw. Mulligan is hold down the bill job in Janesville Freight Office. His mileage between Madison and Janesville is now very low.

The night before Mr. A. H. Johnson left for Washington, D. C. a surprise party was given him by employes from all branches of the service. Five tables of 500 were working overtime, it being the unanimous opinion that Oswald Hansen, Machinist, and Mrs. Tim Crimmins, wife of our new Lead Boilermaker, are the two best card sharks in the Madison Roundhouse. Talk about the hand being quicker than the eye—they were good, 'till caught.

Wonder what the attraction is in Chicago? Our car clerk Cassidy at Janesville seems to like to spend the weekend there quite frequently.

Mr. Timothy M. Crimmins is our newly appointed Lead Boilermaker. Got so many new men and old men with new titles, that it keeps us old heads wondering what it's all about.

Harry Lathrop, Agent, Bridgeport, is at present spending an enjoyable vacation in Scotland, after which he will go to England, France and Italy. Harry won't get a pass back until he writes and tells us all about it.

Engineer Thos. Fox and wife returned from Hot Springs, Ark., where they spent several days.

Jack Sundquist, formerly Lead Boilermaker, is enjoying a trip to Los Angeles with his family. Jack had wonderful luck on his trip—meeting Eddie Dousman on the platform at West Madison depot—both parties left at the same time for the coast. You don't hear of co-incidences like that, only once in a 1,000 years—especially with good company like Jack or Eddie. From the cards received, both families are having a dandy time.

Frank V. Sennett, Ticket Clerk and wife, Janesville, returned home from California after a three months leave of absence.

W. F. Freebern, our Div. Storekeeper, is a very busy man at present, working out the inventory problems. Like the comic trip in the State Journal "Bozo Butts they drive him nuts". From the wal Walt is scratching his head and rearing to go, it must be "These Bolts and Nuts have about driven him nuts."

About 20 from Janesville attended the C. M. & St. P. Ladies Club dance at Beloit. All report having an enjoyable time.

Frank Aberle made a quiet sneak out around Fourth Lake a little ways to catch bull-heads by lamplight last week. Frank came back very much peeved—only caught 3 fish. Said he didn't know there were so many couples interested in fishing at night. He had to answer about 400 questions.

Otto Beerman, Trainmaster, is the proud daddy of a Big Baby Boy.

Chapter No. 18, C. M. & St. P. Ladies Club, Janesville, held their annual dance at the Apollo Hall, May 1st.

Chevrolet Motor Co. and Fisher Body, Janesville, are working about 1300 people at present. They are handling on an average about 50 carloads per day in and out besides the drive aways.

F. J. Colletine is hooked for the June issue of the Magazine. Get busy F. J. and get your stuff together. We will help.

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### Special Commendation

The following named have received special commendation for meritorious acts performed while in the regular conduct of their duties:

Coast division engineer George Webb, while on switch engine in Tacoma Yard noticed that the side stakes on triple load of poles in train No. 192 had broken, allowing ends of poles to protrude so far over side of car that they could not clear sides of span bridge at Puyallup River. He stopped the train before reaching bridge, which no doubt averted a serious accident.

P. C. Estap, Pump Repairer, Tyndall, S.D., discovered fire near stock yards at Geddes, S.D. and promptly took action to extinguish the blaze thus preventing a serious fire and loss to the company on April 14th.

River division conductor J. D. Bohn discovered hopper of coal car leaking and set out of train at Winona to have repairs made without further loss.

Gateman John Sullivan, Oconomowoc, Wisc., discovered dragging brake beam on car in Extra East 8645 passing Oconomowoc and succeeded in getting train stopped. This was good work.

R. & S.W. division brakeman Fred E. Voss found two hot boxes on No. 21, on arrival of train at Elkhorn and while train was standing at the station he packed both of these boxes while the train was doing its work at the station, thus eliminating a delay.

Section foreman W. E. Phephies, Stowell, Wisc., discovered brake beam down under train Extra 8219, March 11th and took quick action to notify the dispatcher, thus averting a possible derailment.

R. & S.W. division conductor A. Harmes on February 24th, discovered a broken rail five miles east of Beloit and promptly reported the matter to the Train Dispatcher for immediate action.

R. & S.W. division conductor J. T. Regan, discovered and promptly reported a broken rail four miles east of Beloit on February 2nd. Repairs were immediately made.

Iowa division conductor Harry Christ, Savanna, secured revenue passenger from Savanna to Melbeta, Nebraska. Party intended taking a competing line, but was told by Mr. Christ of the good service and fine connection on our train No. 19, via North Platte.

K. C. terminals switchman W. A. White, discovered and promptly reported a broken flange in a Milwaukee Transfer in Santa Fe Yards.

LaCrosse division conductor O. J. Casey and brakeman W. L. Wieland, while on train No. 63, March 22nd, discovered a broken rail two miles east of Watertown, ahead of No. 17. Brakeman Wieland dropped off No. 63 and flagged No. 17, undoubtedly averting a serious accident.

Agent O. J. Peters, Wyocena, Wisc. on March 27th, when train No. 5 passed Wyocena, noticed something dragging on No. 5's engine and im-

mediately notified train dispatcher. When train was stopped it was found that the heavy sand board hanger was broken and dragging. When the engine was cut off at Portage, it could hardly be moved with safety.

Agent Wm. Adamsheck, Dancy, Wisc., saw a fire on right of way one and one-half miles east of the Eau Plaine bridge. Upon investigation he found the fire burning very close to the bridge. He extinguished the blaze and saved the structure.

Machine shop foreman F. C. Hagan and chief dispatcher J. Buchanan, Galewood roundhouse, when fire was discovered near Galewood ice house gave every possible assistance and through prompt action were able to keep the fire from spreading.

B. G. Pobloske and John Wawner, Galewood on March 22nd, discovered a fire on the prairie east of Galewood ice house and immediately extinguished the blaze, this saving the property.

Harry Reesen, Conductor, Bensenville, Ill., while in charge of engine 8149, March 21st, discovered a fire in ice house building and took prompt action to extinguish the flames.

### Funds for the Tornado Victims

The following letter is self explanatory:

Messrs J. Henberger, W. Ramallo, L. J. Dent, W. C. Bush, C. L. Emerson, F. J. Swanson, H. J. Cameron, E. E. Johnson.  
Gentlemen:

I want to take this time to thank you for your splendid co-operation in raising money for the tornado victims in southern Illinois.

I am pleased to report that we raised over \$2500.00 in Chicago, which was forwarded to the Chicago Tribune Relief Funds; and I again want to thank you.

(signed) C. L. Whiting,  
Supt. of Terminals.

### Idaho Division

R.C.P.

Conductor Fred Wilder, of Coast Division, brought No. 18 in from Seattle the other day and called on us on arrival. Fred is President of the Pioneers Club and want it announced to all the world that the Pioneers will meet in Seattle, June 25th for their annual picnic.

The committee has arranged a boat trip to Seattle to Vancouver, B.C. and return leaving Seattle, 9:00 A.M., June 25th, arriving Victoria, B.C., 11:05 P.M., where they will stop one hour for refreshments, leaving at 2:15 P.M., arriving Vancouver, 7:15 P.M.

The plans call for spending one day and two nights in Vancouver, leaving there at 10:00 A.M. on third day, arriving Victoria, 3:00 P.M., where they will again stop for "refreshments" before leaving Canadian soil, leaving at 4:30 P.M., arriving back to the good old U.S.A. at 9:30 P.M. The procession will then detour to the Union Depot, Seattle, where a farewell ball will be held. This coming on Saturday evening, the station doors will be locked after

midnight and all who desire may spend a few extra hours there before departing for their homes.

We understand this trip is going to be more than worth while as the committee has been informed that the two new ships now building and said to be the finest ships out of Seattle, will be in service between Seattle and Vancouver at this time. Various entertainments have been arranged for to keep the crowd good natured and no one need worry about having to "feed the fish" while on boat as they are not going into any rough water. Special rates, very reasonable, have been secured for boat trip and hotel at Vancouver.

The Pioneers on the coast hope to have the pleasure of meeting a good delegation from all divisions. The committee is going the limit on arrangements for this particular trip.

C. E. Potter of "S.N." office, has left for Chicago. Operators J. F. Percy and H. T. Price are holding down this office at present.

Agent Jack Walden, formerly at Pine City, who has been in California for his health, has returned and will again take over the duties of agent at some point on this division.

Ray Shook of Supt's. office is on another trip to the Orient, working his way on one of the liners.

Agent Rudloff, of Warden, changed with agent Graham of Neppel, Mr. Graham going to Warden.

Brakeman Walter Pehl underwent a successful operation at a local hospital recently. Doctors Johnson and Fischer had charge of the case.

Roadmaster Gallagher sprained his right ankle very badly in getting off of a caboose at Fernwood, and was laid up for a short time.

### LITTLE NEWS FROM ROSALIA

Foreman Keegan was hurt twice during the winter, so, when the spring work began he thought he would play Safety First and hired an understaker instead of a section laborer.

Agent Frank Hayes has been batching for 4 1/2 weeks, but has been making quite a few trips for Sunny Spokane. I guess he has not gotten hungry while his better half is away visiting.

The section men on section 15 and section 16, Rosalia, have been doing quite a few stunts along the banks lately. When they meet one of these "Wild freights" going through, they have to ditch their motor cars and run for the banks as a rule they always meet in the vicinity cuts.

### ST. MARIES

Mr. C. H. Burt, was taken suddenly ill, Tuesday morning, April 7th, and was taken to hospital, but at this time is able to be up and around, but not able to resume work. Doctor not able to say just what caused this sickness. Operator J. A. Schmirler is acting as agent until Mr. Burt returns to work. Joe says this station at St. Maries is a man's size job.

Robert Whiteside, Clerk Car Dept., underwent an operation last month and is again at work. Bob says that he feels better now than he ever did.



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Understand that "Claudio" unhooked his car from a "STAR" and is again on the road with a Chev.

A decided improvement is being made in the mudhouse by paving the floor with wood blocks.

### The Safety First Movement

The Safety First Movement is of such vast importance that every one should be vitally interested in it. Statistics show that since the railroad industries and others have inaugurated organized effort along the lines of Safety First, the number of accidents has been materially reduced. Each year, as we are able to interest larger numbers in this work, the showing is improving. A little reflection, then, on this point, can bring us to but one conclusion and that is, we must try to interest everybody in Safety First.

A good deal can be done in this direction if those who are able to attend Safety First Meetings will attend them, take part in the discussion on various subjects brought up, and then talk these matters over with other employees as they have the opportunity.

Holding of general meetings occasionally, as we used to several years ago, would be a splendid means of arousing interest in this work. These meetings, held at some division point where the largest number of employees and their families could get together, would result in a great amount of good.

If it were possible for all employees to attend all of the meetings we would have an ideal condition, as they would not only be able to give their own views, but might benefit by what someone else had to say. This, we know, cannot be done; but we can encourage employees to present their views to the Committee through the medium of the Safety First card. Let them know that we are glad to receive their suggestions by taking proper measures to correct the difficulty or advising them why action is impracticable.

Placing a copy of the minutes of each meeting on bulletin boards where they may be seen and read by all employees would also have a good effect. It is impossible, of course, to give in the minutes more than an outline of each topic discussed, but they give an idea of the subject which come up for discussion at such meetings.

Our first duty is to device ways and means of preventing accidents. Some accidents, we know are unavoidable; but, if we could do away with all the preventable accidents that are happening today, think of the loss of life, the pain, the anguish, and loss of time and property that would be eliminated. We are greatly shocked when we hear of some unavoidable accident which causes the death of or serious injury to even one person and for which no human being is responsible. How much more deeply concerned should we feel in the case of a preventable accident when some one is killed or maimed as a result of carelessness, either on the part of himself or someone else.

One of our greatest problems is the highway crossing accident. The most of these, according to figures of the Interstate Commerce Commission, are due to carelessness on the part of the driver. The railroads have spent enormous sums to provide protection in one

form or another at grade crossings, but all their efforts will be in vain unless the driver does his part. Many of them will not heed the warning of the crossing gate or watchman, and to some the warning of a wig-wag signal has about the same effect as the waving of a red flag in the face of a bull.

The health authorities keep very elaborate records and perform all sorts of tests in order to determine the cause of certain diseases, and provide a remedy or preventative. Surely we ought to take the same precautions in the case of accidents—analyze them, find out the cause, and then make the proper provision to prevent a recurrence.

G. T. Felzer,  
Division Storekeeper,  
Tacoma, Wash.

### Episode In Life of a Right of Way Agent

(Continued from page 24)

looked right for a fine trip, but in about an hour clouds appeared on the horizon and in less time than it takes to write it, we were in the midst of a blinding blizzard and growing very cold. We could not even see the horses and were traveling in a circle, I knew, because, I could see where we crossed our own tracks.

The Major was worried, and believe me I was, too, just then I saw a light off to my right and we headed for it, it turned out to be an Indian's log hut about 14 by 16 with sixteen grown Indians, male and female, on the inside, we picketed our horses, took our buggy robes and made for the shelter, tired and very hungry, not having eaten anything since about six in the morning.

In the middle of the hut was an open fire over which was suspended a large iron kettle, the smoke, what little did go out, went through a square hole in the roof. A big squaw was engaged in stirring the contents of the kettle with a wooden paddle. I went over on a tour of investigation of the contents but all I could make out was, it was a soup with small pieces of gristle floating on the top. The Indians never skim anything or season it, soon it was announced the soup was ready by the movements of the squaw, who handed the Major a tin dipper without a handle, and to me they handed a two pound tomato can, we dipped in and if it had been seasoned it would have tasted very good but the absence of salt made it very flat, I managed to get by with two cans and felt much better. As soon as every body was filled up we laid down on the floor, heads to the wall, feet towards the fire. One thing I noticed was that there was very little smoke near the floor so we slept very comfortably, although there were many things with 18 grown humans in one room that might have been improved.

In the morning and by the way it was some fine morning, cold and bracing with the sun shining, we had for breakfast jerked beef dried in the sun in strings, it was palatable but tough as we went out to hitch up we passed the corner of the hut, I noticed the heads of three large Indian Dogs together with several prairie dog heads so I knew then what that soup consisted of, and when I told the Major his face turned pale, and he remarked it was too late to consider it, but he guessed it saved our lives, at that.

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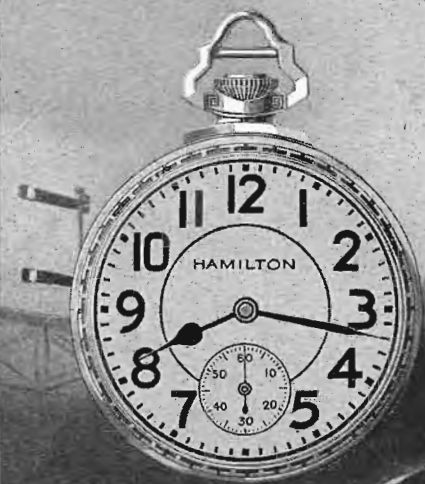
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