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The Age of Steel

“The service of iron—that is, of steel as we use it—has been and is the greatest single factor in the construction of the modern life of this country. The use of steel implements has developed agriculture into a prominent industry. Steel has made modern transportation. It has laid railroads, with giant cars facilitating the rapid transportation of freight in large quantities; and with excellently appointed trains has made luxurious travel and communication the common experience of every man. * * * Our cities are clusters of steel structures. Steel enters into all machinery and into equipment for national defense, into tools for industry and instruments of every kind for science and surgery.

“The present Age is, of course, that of steel, and our entire civilization is dependent upon it. But what has distinguished the United States and given to it its great advantage is that bestowal by bounteous nature upon this land, of those deposits of iron ore in such vast quantities in the Lake Superior region—the largest known and operated in the world.”

—S. L. MATHER

The IRON HILLS of LAKE SUPERIOR

The Discovery and Development of Iron in The North Country

By CARPENTER KENDALL

The discovery of iron in the hills and ridges of "The North Country" followed upon explorations for copper—those remarkable deposits of the native metal, practically smelted by nature and ready for the hand of the smithy who should fashion it into the various needs of industry and commerce.

All through the narratives of the early explorers and the chronicles of many of the intrepid missionaries who braved the hardships of a wild and unknown region to bring the Cross of Christ to the new land, there ran always a tradition of the ancient copper mines and the massive nuggets of the red metal that it was said had been seen, as it were, out in the open, mined and left by an unknown people of whose occupancy and identity there was no trace left behind. Even the traditions and legends of the red tribes of the north carried no suggestion of knowledge of the vanished people. They went leaving only the partly mined great ingots of native copper and the tools made of the same metal with which they worked, and which they seemed to have cast aside as if in a hurry to be gone.

As early as 1636 a little book published in Paris told the tale of copper in the far wilderness by the great lake. One historian of that early date speaks of a large ingot of copper weighing 800 pounds, from which the Indian tribes hacked off pieces with their battle-axes, having first softened the metal with fire.

The missionaries frequently alluded to the existence of copper in the Lake Superior regions, and Claude Allouez, a historian of some value in those days, also makes mention of that large mass of copper from which the Indians had helped themselves, for their own uses.

In 1765, Captain Jonathan Carver visited the Lake Superior country and upon his report of the mineral deposits he found, some attempt was made at mining. But the venture did not prove successful, and it was not until some time in the early part of the next century that further copper mining in the north country was projected; and since then carried on on a magnificent scale in respect to the quality and quantity of ore which has been taken out of the great hills that border Lake Superior.

During all the excitement engendered by the stories of copper which, report said, fairly overlaid all the North Country, and while the many explorers, prospectors, geologists, archeologists and adventurers of whatever type, were hew-

ing and hacking their way through the well nigh impenetrable forests, braving the terrors of the great lake in their tiny craft and poking their divining rods into the earth for copper, none thought of iron in the red soil that lay on top of the ground everywhere; and no trace or suspicion of the tremendous wealth right under their feet found its way into their consciousness. They came and went in the summers that passed, always returning to the outside world with some new story of the miraculous evidences of "native copper" which they had found.

Discovery of Iron Ore

Not until the summer of 1845 did a suggestion of iron creep in, and then it came about through a party of surveyors engaged in running a township line, when they observed by means of their solar compass, the most remarkable variations of the magnetic needle. These fluctuations greatly excited Mr. Burt, the head of the surveying party, who was himself the inventor of the solar compass; and when the compass indicated a variation of 87 degrees, a suspicion of the cause crept into his mind, and he told his men to look about to see what they could find. They did so, and at once uncovered iron ore deposits. That occurred on September 19, 1844, and may be said to be the actual discovery of iron ore in the Lake Superior Country. Strangely enough, however, these men were not greatly impressed and in their reports dwelt lightly on their find, nor did they make any effort to profit by it. Mr. Burt's chief concern was in the performance of his compass and the fact that iron ore existed up there did not seem to interest him greatly.



Monument Marking Spot Where Iron
Was Discovered in 1845

It remained therefore for a Chippewa Indian Chief named Madjigijig to guide the first party of real prospectors on the Marquette Range; and the story is told that in the spring of 1845 Philo M. Everett of Jackson, Michigan, started for the north country on a quest for copper and silver, but when he reached Sault Ste Marie, he heard the vague rumors of iron, so engaged a guide who claimed he knew the location of the iron ore deposits. His expedition, however, failed because the guide was unable to locate the deposits, whereupon the Indian was impressed into their service, as he declared he could take the party to the right spot. The Indians seemed to have held the iron in great superstition, so when Madjigijig came approximately near to the iron mountains, he pointed the way and the real discovery was made by two men of Mr. Everett's party; and the year 1845 really dates the discovery of iron ore on the Marquette Range, in so far as its exploration was concerned and a company formed to mine the ore.

The First Iron Forged

The summer of 1847 saw the construction of the first forge and on February 10, 1848, the first iron ever made in the Lake Superior region was turned out from this forge. A month later a freshet carried the forge out and the work had to be begun all over again. It is related that the first iron made from Lake Superior ore was used in a "walking beam" for the lake steamer "Ocean."

The primitive forge had four fires from each of which a lump was taken every six hours, placed under the hammer and forged into "blooms." The daily product was about six tons, requiring two teams of six horses each, to convey the blooms to the waterside ten miles away. The chronicler says: "The roads were of unvarying horror and breakdowns were frequent. The same difficulties which attended the getting of blooms to port attended the getting of supplies to the forge—the ore and the charcoal."

The fame of Lake Superior iron soon reached the iron founders of the east, and as early as 1849 a consignment of ten tons was ordered "below" for testing purposes. For that time, ten tons was a considerable order, but because the ore had to be transported to the waterside in the winter, and await the breaking up of the ice to admit a boat, it was the summer of 1850 before the ore actually reached the Pennsylvania mills. "With the exception of the ore that was actually carried out on the backs of the original discoverers, this was the first real shipment of ore from the peninsula."

One of the great difficulties in smelting the ore was that of keeping a sufficient supply charcoal on hand to keep the forge running. The charcoal in those early days was all burned in pits. If the "mines" had needed powder or

Lake Superior for many years to come, as there was no powder and there were no drills in that vicinity at that time, and the remote fastnesses of the practically unknown Lake Superior country had not as yet opened to overland transportation. Everything had to come in from the east on the capricious waters of the great lakes in the small craft that all too often had to make bitter fights against the storms that raged over Lake Superior's broad expanse even during the months of open navigation. The ore deposits, fortunately for the pioneers of that country, lay close to the surface, and pick and shovel, wheelbarrows and man and horse power were the machinery.

Shipping the Ore

The venture of making the "blooms" was not a success, the cost of hauling the ore to the lake, the cost of operating the forge and the long carriage to the mills of Pennsylvania and Ohio was excessive, but up to 1851 no one had thought of shipping the ore itself. In 1853 some ore was shipped "below" and gradually this method grew, as a plank road was built from the two mines then operating on the Marquette Range, to the lake, and by 1855 ore dug with picks and shovels was hauled over the plank road and shipped in small wooden boats. This was made possible, and also profitable, by the completion of the ship canal at Sault Ste Marie, where previously all shipping had to be "portaged" around the rapids of the Ste. Marie River, transferred from the lower lake boats to the Lake Superior shipping, and vice versa, adding of course greatly to the expense of transportation. The ship to carry the first cargo of Lake Superior ore through the canal was the brigantine "Columbia." So it is recorded that in 1855 began the real iron ore transportation of the north country. It continued on a slowly increasing scale as little by little new equipment to facilitate transportation was acquired.

Illustrative of the early methods of transporting ore from the Lake Superior mines to the mills of the east is the following: "Nearly the whole of the 1,000 tons of ore on dock when navigation opened in 1854 was wheeled aboard the boats in barrows and dumped upon the deck. At the Sault, it had to be unloaded and carried over portage where it was again wheeled upon vessels and taken to the lower ports." In 1855 a "strap railroad" was laid on the plank road from the mines to the docks, and with the opening of the Sault canal the matter of haulage was eased considerably.

The Pioneer Furnaces

Of the pioneer furnaces which have long since given way to the great blast furnaces of the present, the first one to be "blown in" was in 1845. The second was in 1859. They were 30 feet square at the base and 20 feet at the top, 30 feet high and were built of rough stone. The walls were 9 feet thick, the inner walls lined with fire brick and were equipped with old fashioned ox-bow iron pipe stoves. The charcoal, at first made



Monument Marking Site of First Blast Furnace in Lake Superior Region

in pits, was afterward made in small beehive kilns and it as well as the ore was transported to the furnaces by wagons and sleighs.

Mining operations, since that day, show quite a different picture. Now there are shafts with upper works of steel and concrete surrounded by terraced lawns, flower beds and other park-like ornamentation, and neatness and order everywhere; while below in the depths are stopes and tunnels and drills and drags and hoists, electric lights and electric power and all the paraphernalia and equipment of the modern mining industry. Picks and shovels, wheelbarrows and carts and sleds, together with patient Dobbin, have joined the innumerable caravan to the scrap heap, leaving a picturesque tradition of toil by the sweat of men's brows and the horse power of straining animals.

Development on Other Ranges

As development progressed on the first iron ore discoveries, the world of

industry grew iron minded and it was not long before the northern peninsula and northern Wisconsin were being "cruised" along their hills and ridges for signs of iron ore. In 1858 Dr. I. A. Lapham, State Geologist of Wisconsin, recorded an expedition which he led, in which he says he "visited several iron mountains in the Lake Superior country and explored their wonderful beds of pure iron ore. The ore is of great purity and the immense quantity found is truly wonderful. It is usual to find mountains composed of rocks of various strata and formations, with an occasional vein or bed of metallic ore, but here the reverse order obtains for we find mountains of ore with only here and there thin layers of rock. The supply may be deemed inexhaustible.

"Such deposits of this most useful of all metals must have been laid away here for some wise and good purpose and it is now, after the lapse of unknown ages, for the first time applied to the purposes and conveniences of man."

In 1858, also, the high Penoque and Gogebic hills of Wisconsin were explored, and at about the same time, the great deposits of the Menominee Range,

The Menominee Range

While operations on the already discovered ore deposits of Lake Superior were getting under way, explorers were making their way toward the hills of The Menominee, but up to the year 1870, its great pine forests were known for the most part only to the pine cruiser, the woodsmen and the trappers, except as now and then some one of these hardy adventurers would bring out stories of ore outcroppings. In 1866, one mine was located, and some test pits sunk, but no further explorations were recorded on The Menominee until 1870, when explorations were again undertaken, and the really remarkable char-

(Continued on page 25)



Iron Mining in Lake Superior Hills in 1860

The Railroad Situation

Excerpts From an Address by Mr. H. A. Scandrett
Before the Milwaukee, Wisconsin Traffic Club
at Milwaukee, January 20th, 1932



THE Milwaukee Road has been at home in this city for over eighty years. In fact, it was born here, and you were born just in time to make this possible. The town was incorporated in 1846 and the railroad—the Milwaukee & Waukesha—was incorporated the following year. The city and the railroad have grown up together, you from the hamlet of the 1840's to a great city of 600,000 people, and we from the little twenty-mile railroad running from Milwaukee to Waukesha to a system of over 11,000 miles, extending from the Great Lakes to the Pacific Coast.

* * *

This railroad of ours in normal times employs about 8,000 people in Milwaukee, and the payroll here amounts to about \$13,000,000 annually. In the State of Wisconsin 13,000 people are employed—again I speak of normal times—and the pay roll is \$22,000,000. It pays in taxes to the State about \$1,700,000 annually and purchases each year about \$3,000,000 worth of commodities produced and manufactured in the State.

As showing what happens in abnormal times, our pay rolls in Milwaukee and in the State of Wisconsin last year, because of reductions in force, were about 45% smaller than in 1929, and our purchases in the State last year were, of course, also very greatly curtailed.

It is unnecessary for me to tell you that the well being of railroads is very important to the territory they serve. To mention but a few facts—our railroad pays in taxes each year about \$9,000,000, thus making a substantial contribution toward the expenses of government and governmental activities, including the providing of school and highway facilities. It pays in normal times about \$84,000,000 annually to those in its service who, with their families, are residents of the territory it serves. It pays more than \$30,000,000 annually for materials and supplies purchased from producers and manufacturers in its territory, which sum contributes measurably to the employment of men and women in other industries. In the last fourteen years the railroad has expended for the purposes mentioned about a billion and a half dollars, while in this period its owners have not received one penny in dividends.

The same thing is the matter with the railroads as is the matter with many other industries and to a large extent with us all, individually and collectively—*income is lagging behind outgo*. We have not been able to reduce our expenditures to the extent our receipts have been reduced for us by old General Adversity. Everyone who has indulged in prophecy as to the extent and duration of the slump in business has been proved to be an unreliable prophet. It would take a much wiser man than I am to make an accurate prediction even now, but I will make one prediction, and I make it with confidence, and that is that however long this period of adversity may last, we, the people of the United States, will outlast it. We have just begun to fight and we will keep on fighting until we have Old General Adversity whipped.

I think it is true also that in most lines of business problems are being confronted which were not created by the depression and which will not be solved by its passing. I know this is true in the case of the railroads. One major burden which bears very heavily on all of us is taxation. The taxes of the railroads have increased from \$99,000,000 in 1911 to \$348,000,000 in 1930, an increase of 252%, and the same thing is true in varying degrees with everyone else in this country. In 1913 the per capita cost of government in the United States was \$22.66, and in 1929 it was \$80.58, an increase of 255%. Notwithstanding the stupendous increase in the amounts collected as taxes, the financial condition

of many of our municipalities is deplorable. I am happy to know that your City of Milwaukee has been better managed, that your bills are all paid and that you have a very comfortable cash balance in the banks. What Milwaukee has done the rest of the country must do. The pace that has been set is too fast and cannot continue. We have all too much government in business, but are sadly lacking in business in government. The public, you and I, though rather late in the day, have become aware of this situation and of its very sinister import, and if we are vocal enough and insistent enough, long enough, we shall persuade our tax-spending bodies that economy must be for them, as it is for us, the first order of the day.

Another problem of the railroads is the competition with which they are confronted. We live in a competitive age and there is competition so far as I know in every field of business activity. Fair competition is certainly a spur to initiative and growth—without it much of the progress we have made would never have been attained. Unfair competition is a bad thing—bad for the competitors and bad also for the public which finally must pay the bill.

In the realm of unfair competition I place the action of the government in embarking on activities which put it in competition with its citizens. What chance has even the strongest and most powerful individual or corporation to survive in competition with his government? And I need not remind you that of late years we have had many, all too many, cases of government in business. I have before me a list of 81 industries and professions which it is claimed are affected by government competition in private business. Striking examples are the entrance of the government into the grain business, and into the transportation business on the Mississippi and Warrior Rivers. I shall speak of the latter briefly.

Through the levying of taxes upon the people, most of whom receive no benefit therefrom, the Government has spent, and proposes to spend, hundreds of millions of dollars to dredge and maintain channels, construct and maintain locks and provide terminal facilities in its river improvement program. But the Government has gone further than this, and through the operations of its Inland Waterway Corporation is engaging in the transportation business in competition with the railroads.

As a justification for these Governmental activities figures are cited to support the contention that traffic is being transported on these inland waterways cheaper than by rail, ignoring the vast and continuing expenditures by taxpayers for the improvement and maintenance of these waterways.

The entire cost of railroad transportation is the freight rate paid. The cost of inland water transportation consists of two items: first, the payment made by the shipper for the actual movement of his goods, and, second, the payment made by the public through taxes for maintenance and operation costs and for interest upon the funds invested in the waterways.

In a study of the inland waterway situation, Mr. Samuel S. Wyer, Consulting Engineer with the Fuel-Power-Transportation Educational Foundation, after pointing out that the shippers in 1928 paid the Government's Inland Waterways Corporation at the rate of 4.05 mills per ton-mile, calls attention to the fact that this corporation does not pay:

Interest on the capital loaned it by the United States Government.

Taxes on either property or income.

Interest and sinking fund on money furnished by the United States Government for improving the waterway.

Maintenance expenditures on the waterway.

He then states that with proper allowance for these hidden costs the total cost of this water transportation was 10.04 mills per ton-mile. This figure of 10.04 mills per ton-mile is almost the same as the average rate per ton-mile of 10.09 mills for the eight railroad lines serving the Mississippi valley. The fact is, however, that the distance between representative cities by the water route is more than 50% longer than by rail routes, and so Mr. Weyer points out that the total waterway costs are about 50% greater than the rail charges.

In an article in the Wall Street Journal, Mr. Thomas F. Woodlock, for some time a member of the Interstate Commerce Commission, after calling attention to the fact that the Inland Waterways Corporation showed a substantial deficit in 1929, without including anything for the costs borne by the taxpayers says:

"The fact is—and this is the fact which is unfamiliar to the public, and probably, also unpalatable—that all the evidence available tends to show that water transportation of this sort in this country always has been, is, and probably always will be, more expensive than rail transportation."

Is it too much to ask that before more hundreds of millions are spent on the inland waterways the economic justification for the expenditures be studied, and is it too much to ask that the government cease its activities in direct competition with its citizens?

There is a good deal of discussion these days as to competition of the railroads with motor vehicles and a good deal of misinformation is in circulation as to the position of the railroads with respect to that competition.

The railroads have lost to the private automobile a very heavy volume of passenger traffic and to the small truck operated by its owner a considerable volume of freight traffic. With this we have no quarrel and we do not seek in any way to interfere with it. It does not lie with us to say whether you shall use our trains or use your own transportation facilities. While your use of your passenger automobile or your motor truck has the effect of decreasing the traffic we would otherwise handle, and while it is open to argument in many cases as to whether we could not perform this service for you at a lower cost and with less discomfort to you, the decision rests with you and you have a right to use your own instrumentality if that is your desire. You are not our competitor—you are just a patron who withholds some of our business from us by doing it for yourself, as you have a perfect right to do.

With the large bus and truck operated for hire, the case is very different. They are competitors of the railroads—engaging in the same business. As to them also it does not lie with us to say they shall not engage in the transportation business and no such claim is made. This form of transportation may become, and I believe is fast becoming, such a burden on the highway that the public in self-protection will restrict it. That, again, however, is your problem and your business—not ours.

What, then, is the position of the railroads with respect to this competition? In a word, it is that the railroads should be permitted to compete on fair terms with motor vehicles, passenger and freight, which are operated for hire on the public highways. Competition is not now on fair terms, because one of the competitors, the railroad, is largely bound and the other, the motor vehicle, is largely free. State and Federal legislation impose many restrictions on the railroad, while the motor vehicle for hire is bound by no Federal legislation whatever and by State legislation in varying degrees, but in no State to anything approaching the extent that the railroad is bound.

Take for instance the matter of interstate rates—the railroad must file its tariff and charge for transportation the rate published therein—while the motor carrier for hire may charge one rate today and another tomorrow, or different rates for different shippers of the same character of goods. It must be conceded, I think, that this is unfair competition. Neither is it fair, as I see it, to the public. We have only to remember that it was because the railroads discriminated between shippers that the Interstate Commerce Act to regulate the railroads was passed. If it is unfair and undesirable for a railroad to discriminate between shippers, and it is, is it open to argument that it is just as unfair and just as undesirable if the discrimination is practiced, by a common carrier, which, instead of handling the goods over its own right-of-way handles them over highways provided by the public?

The list of laws and regulations imposed on railroads, most of which have the effect of increasing the cost of operation, is a very long one and I shall not bore you with its enumeration. I do wish, however, to speak briefly about subsidies.

If The Milwaukee Road were provided with a free right-of-way and free maintenance thereof while the North Western Railroad was required to purchase and maintain its own right-of-way, it would be perfectly clear to everyone that the Milwaukee could

charge a schedule of rates, which, if met by the North Western, would lead to its certain bankruptcy, and which, if not met by it, would mean its loss of all competitive traffic and lead to the same end. If, in the case of two merchants engaged in the same line of business, one was given his store rent-free and no expense for repairs, insurance, etc., while the other had to assume all these expenses, is there any doubt as to what would be the result of their competition?

And yet that is the situation which faces the railroads in competing with the motor vehicles for hire.

It is claimed that the advantages of the motor vehicle for hire which I have mentioned are largely offset by the taxes they pay. Let us analyze this, and in analyzing it let us take their own figures. "Bus Facts for 1930" issued by the National Association of Motor Bus Operators and "Highway Costs," issued by the National Automobile Chamber of Commerce, state that in 1929 the bus operators paid in taxes of all kinds, including gasoline taxes, 7.23% of their gross earnings, while the operators of carrier trucks for hire paid 3.61% of their gross earnings. The Milwaukee Road in the same year paid in taxes 5.63% of its gross earnings, but, and this is a very large but, in that same year The Milwaukee Road also paid 13.73% of its gross earnings for maintenance of road and track, and 14.33% of its gross earnings for carrying charges on the investment in its roadway. From this it appears that for taxes, maintenance and carrying charges on investment in its roadway, The Milwaukee Road paid 33.69%, over one-third, of its gross earnings, and this is the figure which must be contrasted with the 7.23% paid by the busses and the 3.61% paid by the trucks. In percentage of gross revenues paid for taxes the Milwaukee's payments were slightly higher than the average percentage of the trucks and busses, but, and again a very large but, the Milwaukee paid in addition 28% of its gross revenues for facilities which are provided free for the bus and truck.

The highways were constructed for the convenience and the pleasure of the public and they have contributed much to that end. They were not projected, as I understand it, for the purpose of providing a free right-of-way for motor vehicles engaged in transportation for hire. That, however, is the use to which they are being put by a rapidly increasing number of motor vehicles operated for hire, with the result that there is increasingly great interference with the use for which they were designed. Not only this, but the expense of construction and maintenance made necessary because of their use by the heavy commercial vehicle over the cost that would be incurred in the absence of that use, is very great. An authority upon this subject, Mr. Charles S. Marvin, Jr., of the United States Bureau of Standards, tells us that roads designed to carry 3-ton vehicles would be sufficient for 95% of all motor vehicles, that to accommodate the next 4% the roads must be twice as strong and that to provide for the remaining 1%, the heavier type up to 15 tons, it is necessary to make the roads from three to five times as strong. In addition, these heavy vehicles occupy more road space and require considerably wider roads, thus further increasing their share of highway costs. It is clear, therefore, that aside from the interest of the railroad in its competition with the bus and truck, the public has a very substantial interest in this matter, which is now largely disregarded.

What of the future? Some of my railroad friends, I think, regard me as overly optimistic when I say I believe that with the return of prosperous conditions to the country the railroads will share measurably in that prosperity. Among the reasons for the faith that is in me, are:

First: We have, I believe, the good will of the public to a greater extent than ever before, and I regard this as a tremendous asset to the railroads, and one which they will retain by the manner in which they conduct their business.

Second: We have also a better and more sympathetic understanding on the part of legislative bodies and regulatory tribunals. As a result I believe legislation and regulation not only with reference to the railroads, but with reference to their competitors, will be more enlightened and so more helpful than it has been in the past.

Third: The railroads are being operated with greater efficiency than ever before. All industry, under the spur of necessity, has been forced to increase in every direction the efficiency of its operation. On our own railroad, and I am sure the same thing is true on other railroads, we are doing many things which, until we had to do them, were regarded as impossible.

Fourth: We are subject to no form of competition that did not confront us in 1928 and 1929. There has been an increased measure of existing competition, particularly in the case of the motor truck. The depression itself, has, I think, been responsible for some of this. Many men out

of work and with a few hundred dollars in cash have used this cash in making a down payment on a truck in the hope that through its operation they might be able to make day's wages. These experiments in most instances are proving failures, and competition of this kind will diminish, I am sure.

On the broad question of the competition of the railroads with other agencies, I believe we may look forward to such regulation as will eventually insure that the competition be on fair terms and when that is done I have faith to believe it will be demonstrated that the railroads are able to hold their own. There is a field for the truck and a field for the railroad, and there is also a field for the coordination of both services. Trial and experience will determine the fields for each.

For the immediate future there are a number of stabilizing influences at work. The proceeds of the very moderate freight rate increases which the Interstate Commerce Commission has authorized, are to be made available for loans to railroads which are unable to meet their fixed charges. This will be most helpful in preventing defaults until a revival in traffic comes, as come it surely will, in my judgment. The Reconstruction Finance bill now in the hands of a Conference Committee of Congress will also be of help to the railroads as well as to other industry, not only in making loans available to them, but even more important in the assurance that it gives, thereby aiding in the restoration of confidence which is so sadly needed at this time and with which restored the greatest obstacle to the return of better conditions will, I believe, be removed.

There are now in progress conferences looking to a voluntary reduction of wages of railroad employees. If they ripen into an agreement, as I hope they will, the resulting good will be of tremendous value, for not only will it effect a substantial reduction in the operating expenses of the railroads, but it will make it possible for them to do more work on their properties, which in turn means additional purchases by the railroads. The effect will be far reaching and will, I believe, be a decided stimulus to general industrial activity.

We are told that there is an excess of transportation facilities in this country. Measured by present demands, that is unquestionably true, and it is just as true of practically every other industry and business activity. We should not, however, decide what is required for the future by what is necessary to supply demand in a period of the greatest business depression in our history.

It is also charged that the large expenditures made by the railroads in the years between 1923 and 1929 were unwise in that they went to build up the plant to a capacity far in excess of what was required at the time or will be required for the future. With this I am utterly unable to agree, because it ignores the nature of the expenditures which were made. In very large part this money went to purchase better locomotives, better cars, better bridges, heavier rail and more efficient tools. If these expenditures had not been made, the operating results of the railroads during the past two years would present a much sadder picture than that now before us. The expenditures were made because the railroad industry is not decadent. They were made to improve the plant, to effect obsolescence, to make and keep it a growing concern and an efficient one. It would have been desirable if in that period more money could have been spent rather than less. On our own railroad, for instance, there are hundreds of cases where additional capital expenditures would yield us an annual return of from 10 to 50 percent on the investment. Some of these involve relatively small expenditures and some very large expenditures. These we have had to forego during the past two years because of the vital importance of conserving our cash position. With the return of better times we will go ahead with our program of improvement and we will go ahead with it just as fast as conditions will justify the expenditures.

Money cannot be commandeered for any investment—it must be persuaded—and yet in a growing country such as ours there must be a continuous flow of new capital. We cannot stand still, we must either go forward or inevitably we shall be driven backward. The man with money must be induced to loan it. He can only be induced to loan it when he believes the principal will be repaid to him and as well a fair interest rate during the period of the loan.

There was a time when the man with money was quite willing to loan it to the railroads. That will be true again if we are wise. Transportation is indispensable to a prosperous country. Our whole national life, our industries, our work, our homes depend on continuous transportation service. In the history of this country the great transportation agency has been the railroad. This City of Milwaukee, though located on one of the Great Lakes, could never have developed to a fraction of its present size without the railroads, because the great empire to the south and west and north, to which it is the key city, and with which it has its tremendous trade and commerce, would still have been, except for a little fringe around the city, largely an undeveloped waste. And what is true of Milwaukee is true of every other great city in this country of ours. I need not remind you of this, neither, I think, do I need to remind you that the railroads are still essential to the growth, development and prosperity of the country. Other transportation agencies can do part of the job; the railroads alone are equipped to do it all. The navigable rivers of the United States aggregate some 18,000 miles. Can you imagine the situation if transportation were limited to that agency? The trucks in the United States have a capacity which is 4% of that of the freight cars of the railroads, and the ton-miles moved by trucks are 2% of the ton-miles moved by the railroads. When we consider the complaints already made as to the overcrowding of the highways we have some faint idea of the chaos that would result if the trucks undertook to handle 50 times the traffic they are now handling, which is what would be necessary if they were to do the work that is now done by the railroads.

It is clear to every thinking man that the railroads are and must remain, so far as we can now peer into the future, an essential transportation agency. Other agencies may supplement, but they cannot wholly supplant, rail service.

The rivers freeze and the boats are laid up. Highways are blocked by snow and the bus and truck remain in their garages. Storms in the heavens and the airplane does not attempt to leave the ground. In such times the railroad has the field to itself, and because people must have food and fuel and because without transportation industry would stand still, the railroad carries on. Conceding the advantage of speed to the airplane, and conceding the convenience of the service that can be given by the bus and truck, the railroad still remains the most dependable transportation agency so far developed, and it is essential to the welfare of the country that the railroad be accorded such treatment as will enable it to continue its great part in the growth and development of our country.

I think no one can say now, certainly I cannot, what is the exact process by which this transportation problem which is so vital not only to the railroads, but to every man, woman and child in the United States, will be worked out to the end that each transportation agency will operate in the field to which it is best adapted, and that to the extent there is competition between them it will be conducted on terms which are fair to each. If I did not believe this could and would be done, I would lose faith in the fairness and good sense of mankind, but I have faith in both. Mistakes will be made, some measures proposed will go too far and some not far enough, but finally if we are made of the right kind of stuff, and I think we are, we will solve the problem. It will be well for all of us if the solution is not long delayed.

THE monument shown here was erected in November 1931, marking the exact center of population of the United States for the ten year period, 1930 to 1940. It is located on coal property served by The Milwaukee Road.

The shaft is a pillar of coal and was erected by the Binkley Coal Company on leased coal property near Linton, Indiana. This spot was located by Professor W. A. Coggs, head of the Indiana State University College of Astronomy.



A Monument of Coal

The Center of Population

The Binkley Company are large shippers of coal from the various mines which they operate and represent on the Terre Haute Division, and furnish a large tonnage of coal for Milwaukee

locomotives, annually.

The Milwaukee representatives in the picture are: left to right—A. E. Johnson, Fuel Agent; Irving Gill, Coal Inspector; M. L. Munn, Indianapolis and representative of Binkley Coal Company; W. S. McClaren, Manager of coal company on which monument is located; George J. Leahy, Vice President, Binkley Coal Company; Paul Fry, Linton Distributor of the Ford Motor Company.

A STATE IS MADE

Farthest Northwest of the United States

By LON COOK

IT WAS a polyglot lot that first broke trail into this Far Northwest, more particularly into this State of Washington and its neighbor, the Canadian Province of British Columbia. They were men of many races, of many impulses and desires, and quite likely, of many morals, but one thing they shared in common was the spirit of high adventure, along with the guts to back it up. But so far as the Great Northwest is concerned, it is what they did that counts, and not why or how they did it.

First they came a-hunting gold and seeking the backdoor to the fabled "Northwest Passage." They found neither, but they did find beaver, and of beaver there was legion. So back again they came for beaver and for other peltries, and the hunt for these, it was, that led them all into the devious and beautiful waterways, through the myriad islands that rampart this northwest coast to the wonderful empire that is the mainland.

Spaniards came by the boatload, brave Britons in tall ships, a Greek, who was Juan de Fuca, a couple of sturdy Dutchmen and a crew or so of questing Portuguese, captained by an Englishman. All these it took, and more, just to discover and break the water trail to the domain that today is North America's Far Northwest, Oregon, Washington and British Columbia.

The names of many of them live today on mountain peaks, sunny islands, dimpled bays and tidal rapids. One British explorer gave the name of his friend, Rainier, to the magnificent snow-topped spire, that rises more than 14,000 feet into the heavens behind Seattle and Tacoma. Vancouver's memory is honored by two cities and an island, one the metropolis of Western Canada, the other a port on the Columbia River, a typical thriving Northwest city and a present day base of the United States Army. Vancouver Island today is famed the world over for its scenic grandeur, its mines, fisheries and timber, and for the city of Victoria, a bit of Old England transplanted to the western seas, now the seat of British Columbian Government.

Fuca's name fell to the straits that mark the line between the United States and Canada; Gray's to Gray's Harbor, the water-gap which is Washington's open seaport, and a center of its lumber industry. The Spaniards left such names as Valdez, for which an Alaskan coast town is named; Revilla Giggedo, an

Alaskan island, upon which is the city of Ketchikan; the San Juans, a sunny, slumbering archipelago, that fans out along the international boundary; and so on, cities, peaks, rivers and islands by the score tell the history as they mark the geography of this vast area.

The Landward Trails

The landward trails were broken by the "mountain men," the men of Astor, representing the Yankee group, and the adventurers of Hudson Bay on the British side. It was more than 200 years after Juan de Fuca first came in by water in 1592, that these others broke through the mountain barriers from the eastward and fought each other for the



Pack Train Forging Quinault River, Washington

riches in the woods. Those who followed Fuca naturally took the course he set, and, as a result of it, most of these original explorations were made along the coast of what is now the state of Washington.

Four hundred years of exploration and civilizing influences have given the Northwest such metropolitan cities as Portland, Seattle, Tacoma, Spokane, Vancouver, B. C., and Victoria, yet in many sections conditions are not one whit different than old Juan de Fuca found them. The beaver, thanks to protective laws, have come back to the mountain streams of Oregon, Washington and British Columbia, along with a host of other "trap animals." The Olympic mountains, forty miles from Seattle, teem with elk, deer and upland birds, and their streams with trout and salmon. Bear may be had within an hour's automobile journey from any urban center. Particularly is this true of the British Columbian side of the international boundary. North of the city of Vancouver and on up the coast and along the beach of Alaska, the coastal mountains tumbled directly into the sea from altitudes of from 5,000 to 10,000 feet. They form an impregnable barrier to even the most modern of engineers, and they will apparently forever remain the immediate hinterlands. There are areas a hundred miles north of Vancouver that

have never been surveyed and probably into which no white man has ever penetrated; there are mountains that have never been scaled. Here and there vast fissures, "inlets" crack through their hoary ramparts and let the hunter or explorer through to the "back country" and to the furs, minerals, game and adventure that abound there, but much of it remains terra incognita and bids fair to remain so unless the growing tide of tourist travel shall bring with it modern Vancouvers, Grays, Chathams and DeHaros, who have the heart and can afford the costs of present day adventuring.

For such of these there is the lure of peltries, as of old, of game and wild life without limit, the ever-present chance of gold and the certainty of adventure and daring up to the brim.

The Four Divisions of History

The history of the state falls quite naturally into four divisions: the period of exploration of its coast and water passages via the Pacific Ocean; the period of joint occupation during which time the territory was claimed jointly by the United States and Great Britain; the territorial period, and the period following the state's admission into the Union.

It is related by Michael Lock, an English historian, that when Juan de Fuca sailed up the Pacific Coast of North America and entered a broad inlet of the sea, he hoped that he had found at last the long-sought Northwest Passage. He searched this waterway for twenty days, but found no way out other than the one by which he had entered. Convinced of his error, he sailed away. This voyage was followed at irregular intervals by other ships under other flags. Although the story of these voyages form an interesting and important part of the state's history, but one or two need to be mentioned in any detail.

John Meares, an Englishman sailing under a Portuguese flag, came to these shores in 1788, and on his return to Portugal, made a report of his observations. Later, England based her claim to this territory, in part at least, upon the exploration of Meares, grandly waiving, as was her wont under such circumstances, the fact that Meares at the time of making the voyage was sailing under the flag of a country other than England.

The voyages of both Gray and Vancouver, made a few years later, were of immense importance and teem with interest. Gray, sailing the ship Columbia, was the first of the early navigators to enter the mouth of the great Columbia River. Upon this river he bestowed the name of his ship. Gray also explored the bay which bears his name, Gray's Harbor, and entered the strait of Juan de Fuca and sailed into Puget Sound.

History makes it clear that the first



Ellensburg, Modern City of Eastern Washington

adventurers who came to the New World did so largely in the hope of filling their strong-boxes with gold. Mountains of gold had been reported as rather common. Spain, in her South American conquest, found gold in quantities, but the northern continent was less generous in her gifts of the coveted metal, and in lieu of gold these seekers of fortunes returned home with their ships laden with furs of many varieties, but mainly of beaver.

At first the trappers were able to supply the demand from the eastern seaboard, but with continued trapping and the settlement of the East, the beaver vanished for the most part from the Atlantic shore, and the hunters followed them into the Rocky Mountains, but the American Revolution had been fought and a new nation established before white hunters had ventured across the Continental Divide, either in the United States or Canada. Men had gone from the Southern Spanish settlements of Santa Fe to the Pacific, but no one had gone directly across the continent.

Alexander Mackenzie, after following the great river which bears his name, to its mouth in 1793, ventured on an expedition which led him to the waters of the Pacific. He was closely followed by trappers and the door of an empire at last was opened on the landward side. It was the meek and lowly beaver that lured the Northwest and Hudson Bay Companies to the west. Skins of otter, bear, mink and marten, lynx and other animals were eagerly sought, but the main staple of all the fur trade was the beaver skin. It surpassed in importance all others combined and became a unit of value over half the continent.

Thus we find that on the heels of Lewis and Clark and Drouillard, came the fur traders, establishing their posts along rivers and mountain passes and many points. These companies, quite naturally, did not encourage permanent settlement, as a country filled by white men, would, of course, defeat their purpose. However, many of the trappers took Indian wives and reared children of mixed blood, and it was to these families and for the conversion of the Indians that the early missionaries came.

Many years before Washington harbored any considerable number of whites, the Willamette Valley in Western Oregon had become a well estab-

lished community, the first long wagon caravans having reached there in 1842 and 1843 over the historic Oregon Trail. Many of the earlier settlers of Eastern Washington later on were progeny of these Willamette Valley pioneers. The fur traders had little difficulty, on the whole, in establishing amicable relations with the Indians. They brought with



Copyright by Asahel Curtis, Seattle, Wash.

Raft River, Washington

them "trading goods"—blankets, copper pots, firearms, trinkets, beads, and spirituous liquors, all of which the Indians highly prized—with which they bought the furs and dried meats which the Indians had to offer. Neither did the trappers interfere with the Indian's mode of living, with his hunting or his nomadic inclinations. But when it became evident to the Indian that the white man had come to stay, trouble started and there was plenty of it.

Indian Wars

The Indian wars and disturbances and disturbances form an interesting part of the state's history, and often the pages of this chapter disclose splendid courage and heroism, both among the Indians and the whites, and sometimes regrettable cowardice and treachery among both the red men and the white.

The first serious outbreak within the boundary of the state was the Whitman massacre, near the present city of Walla Walla, in the year 1847. An epidemic of measles of a malignant form unwittingly introduced among the Indians by the whites, and from which many of the Indians died, is one of the supposed causes of this sudden fury against Doctor Whitman and his little band of missionaries.

West of the Cascades, while there were many serious disturbances and a number of real battles, the tribes of Indians were smaller, less closely organized and separated by natural physical barriers which to some degree made the matter of subduing them less difficult.

East of the Cascades the resentment at the advances of the white settlers was particularly marked on the part of the Yakima Indians. This being a strong tribe with great influence with other tribes it was at times successful in persuading its less war-like neighbors to join in its plans for expelling the white invader. The result of this attitude was numbers of more or less bloody conflicts extending over many years, during

which time troops of the U. S. Regulars were kept posted at various points throughout the State for the purpose of protection against the red men.

The little settlement at Colville was the indirect cause of the Battle of Steptoe Butte in 1857, during which engagement the gallant commander was forced to retreat, after losing a number of men, including two brave young officers, and Lieut. William

Capt. Oliver Taylor and Gaston.

Colville Valley at this time boasted of some forty settlers. The Fort contained few soldiers. Something menacing in the attitude of the Indians, their insolence and defiance, caused uneasiness among the settlers. Word was sent to Fort Walla Walla asking for support



Port Angeles, Wash., Water Front

and reinforcements that they might ward off serious trouble. General Steptoe, with about 130 men, was sent to visit Fort Colville and to assist in the ad-

(Continued on page 26)



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CARPENTER KENDALL, *Editor*

ALBERT G. DUPUIS, *Assistant Editor*, In Charge of Advertising

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Arthur L. Eidemiller

ON DECEMBER 16th, last, occurred the death of Arthur L. Eidemiller, chief of the Advertising Bureau of this company, in Chicago. Mr. Eidemiller passed away at Washington Boulevard Hospital of heart disease. He is survived by one son, two brothers and a sister. Mrs. Eidemiller died in May, 1931.

Mr. Eidemiller was a native of Wisconsin and entered the service of this company in 1911, as traveling passenger agent with headquarters at St. Paul. In 1912 he was promoted to the position of General Agent of the railroad at Indianapolis and later, to the same office in Boston, Mass., where he remained until 1918, when he returned to the General Offices of the company in Chicago. In 1921 he was appointed to the position of Advertising Agent.

Mr. Eidemiller was a man of wide acquaintance among railroad men and numbered his friends by those who knew him. He was a loyal and efficient member of The Milwaukee Family, by whom his passing is greatly mourned.

John E. Flatley

ON January 11, at Billings Memorial Hospital, Chicago, occurred the death of John E. Flatley, for the past seven years city freight agent for this company, in Chicago. He was 62 years of age.

Mr. Flatley entered the service of The Milwaukee at Green Bay in 1885 as a clerk. Later he held the position of freight agent at Pembine, Oconto, Appleton and Madison. In 1909 he left the service of the company to engage in the coal business, and in 1919 returned to railroad work as agent at Cragin station in Chicago. In 1922 he was appointed agent at Chicago Heights, and in 1925 was promoted to the position of city freight agent in Chicago. He had a wide acquaintance among freight shippers and enjoyed their confidence to a marked degree.

He is survived by his widow, one son, and four daughters. Funeral and burial took place in Green Bay, Wis.

John Connors Agent at Beloit— An Employe of the Milwaukee for 48 Years Passes Away

L. J. L.

JOHN CONNORS, agent and trainmaster at Beloit, and for the past 48 years an employe of the Milwaukee System, passed away at his home in Beloit Tuesday evening, December 15th. He was 62 years of age, and was born on October 3rd, 1869, at Mazomanie,

Wisconsin. He started his railroad career at Muscoda when but a lad of 14. Then followed years of continuous employment, in positions as operator, station agent, trainmaster, and freight agent. He worked at Hampshire, Ill., Kirkland, Elgin, Leaf River, Chicago and Rockford, and for the past eleven years at Beloit.

Mr. Connors, was stricken at his home on Tuesday night, December 8th with a stroke, and he failed to rally fully from the shock, growing gradually weaker until his death a week later. Funeral

grams and letters of condolence to the sorrowing family.

To the sorrowing family, what can we say, but that we mourn with them.

The Late C. H. Koyl

An Appreciation by J. W. Redway,
Mount Vernon, N. Y.

He did much for Humanity, as a
Leading Water Engineer.

THE late Charles Herschel Koyl, whose death was noted in The Times a few days ago, was not widely known outside the circle of scientists, of which he was a member; but in his contribution to knowledge, he was a great benefactor to humanity.

Forty-five years ago, as a student at Johns Hopkins, he became interested in the subject of the purification of municipal water supplies in their relation to public health. At that time the preparation of water for municipal use began and ended with filtration. Koyl discovered that polluted water and a high death-rate went hand in hand. Thirty-five years ago he began his efforts to convince municipal authorities that water for public consumption could be purified at a low cost and made safe for life and health. He also showed that the hard waters of the limestone regions could be made fit for industrial purposes.

Nevertheless, within a score of years, the purification of water supplies had become a matter of public interest, and the methods employed had all advanced along the line that Koyl pointed out. Incidentally, vital statistics show that in cities having water purification systems the death-rate has been lowered 20 or 30 per cent.

On the plains sections of a great transcontinental railway, alkaline water was making serious trouble with the locomotives. An address by Koyl on the chemical treatment of alkaline waters came to the notice of the Engineering Department and a conference with him was arranged. "Could he do anything to better a water that was costing the Company about four thousand dollars a year for each engine for repairs?" He made it plain that he could. The tanks for mixing and settling were his own invention; moreover, the water at each tank required specific treatment. The first locomotive that carried a tankful of treated water came back "lame"—which was exactly the prediction. But when several bushels of scale and crust had been shoveled out, it went on its next trip and came back with a clean boiler. The result proved the value of Koyl's method.

From the New York Times, December 24, 1931.

Nineteen Thirty Two

Let's turn away from the old,
old year

And look ahead with the new.
There always is sorrow and
drouth and storms,

But there have been harvests
too.

We've lost before, to begin
again,

And April will come, with April
rain,

So if we can, let's look ahead
And welcome nineteen thirty
two.

N. B. D.

services were held Friday morning. Burial was at Rockford. He was a member of the St. Thomas Catholic Church, the K. of C., Holy Name Society, The Beloit Commercial Club, The Elks, and The Milwaukee Veterans Association.

He leaves to mourn his loss, his wife, and five children, three sisters, and one brother, Edward of Bensenville, Ill.

Words cannot express the man that Mr. Connors was. Every rail who came in contact with him, could not help but admire him for his kindness, his efforts to help, his desire to serve the railroad he worked for. Not only railroad people realized this, but every one who had any dealings with him. He was the first to call and console in the time of trouble, he was the first to offer financial assistance if necessary, depriving himself that he might assist the distressed. His personality, gained not only hundreds of friends for himself, but for the corporation he worked for. His passing has left us sad. We miss him, and we cherish his memory in our hearts. Rest in Peace, you loyal servant of God and man. Hundreds of people who were unable to attend the services, sent tele-



G. A. Semmlow

George Semmlow Appointed to Position of Advertising Agent

EFFECTIVE January 1st, George Semmlow received the appointment of Advertising Agent of this company, with headquarters in Chicago, succeeding A. L. Eidemiller, deceased.

Mr. Semmlow is a native of Chicago and entered the employ of this company in 1908 as a junior clerk in the passenger traffic department. In 1910 he was promoted to the position of cashier and ticket agent.

During the World War he served overseas with the 36th Railway Engineers and following his discharge from the army in 1920, he returned to the Milwaukee Road as chief clerk of the Advertising Bureau.

Mr. Semmlow is receiving the congratulations on his promotion of his many friends of the Milwaukee's Traffic Department, who have been his co-workers in the service of the company, and with whom he is exceedingly popular. "George," as he is familiarly known everywhere, has the true "Milwaukee Spirit" and nothing which he believes will contribute to the interests and popularity of The Milwaukee Road ever seems too great for him to undertake and to carry on. He is a tireless worker in his own special line of work, but never too busy to be of service wherever his assistance and cooperation are desired. Congratulations from The Magazine and the entire Milwaukee Family.

Appointed Chief Clerk, Advertising Department

SUCCESSOR Mr. Semmlow, promoted, Mr. Raymond W. Myles has been appointed Chief Clerk of the Advertising Department.

Mr. Myles commenced service with The Milwaukee Road as chief clerk of the Cleveland Agency in April, 1921, and was appointed Traveling Passenger Agent the following year. In 1926 he was assigned to the Gallatin Gateway and Yellowstone Park work, and became a part of the famous team, Myles and Kennedy, which did such good service for Gallatin Gateway entrance to the Park, and during the summers following, were stationed at Gallatin Gateway Inn for the convenience of Milwaukee Road tourists to the Park.

From 1926 to the close of the 1931 season, Mr. Myles remained on that spe-



R. W. Myles

cial assignment with marked success and he is now receiving the congratulations of his friends of the railroad on his advancement, though it is doubtful if the patrons of Gallatin Gateway will participate in the rejoicing. They are going to miss his smiling face at The Inn.

The Minneapolis Symphony Orchestra

ON Monday morning, January 18, the great Minneapolis Symphony Orchestra arrived in Chicago from Minneapolis, in special sleepers, attached to The Olympian train. There were 85 in the party. Eugene Ormandy is conductor of the orchestra, which is on a short tour of the middle western cities, giving concerts.

The Seth Parker Company

NO one, these days, needs to be formally introduced to the Seth Parker Neighbors of Jonesport, State of Maine. The company, originally a National Broadcasting Company Sunday night feature on a nation-wide hook-up, sang itself into such popularity that for the past few months it has been touring the United States, presenting itself to crowded houses to give its program of Sunday Evening "Githerin's," with its full complement of singers.

The "Neighbors" are just finishing up a tour of the West Coast and the Southwest, and on January 21, in their special car, they moved from Sioux City to Cedar Rapids over The Milwaukee Road. They left Sioux City immediately following their appearance there on January 21.

George Gayton Succumbs at His Home

GEORGE J. GAYTON passed away at his home at 945 Highland Ave., Beloit, after a lingering illness.

Mr. Gayton was born July 6, 1859 in the town of Newark, and with the exception of 10 years residence at Racine, Beloit was his home. Mr. Gayton was a member of the First Baptist church at Beloit, a Modern Woodman, and a member of the Brotherhood of Railway Trainmen.

He was well known to the patrons of the Milwaukee, holding a steady position of brakeman on The Southwest Limited, until his retirement from active duty in 1929. He was well known on the old South Western Division, and

was well liked for his quiet and retiring disposition.

Services were held at the family residence Thursday afternoon, and practically all the employes in Beloit who could get away from their duties attended.

Surviving members of the family are the widow, three daughters and a son; three sisters and three brothers.

The sincere sympathy of the employes of the Milwaukee division is extended to the sorrowing ones.

The Amana Society Reorganizes H. W. Warren, D. F. & P. A., Des Moines, Ia.

THE Amana Colonies, in Iowa, a communistic experiment of nation-wide fame, has finally voted to dispense with its communistic form of government and become a stock cooperative, thus ending a ninety-year-old experiment.

The Amana Society includes 26,000 acres of land, with stations at East Amana, Amana, Middle Amana and South Amana, on our Kansas City Division. The Society has a present population of 1,400 members and first located on that tract in 1845. It has operated on a share, and share alike, basis, its members worked the fields and woolen mills in common, and all revenue, both in produce and cash, placed in the Colony Fund. The members are, in turn, housed, fed, clothed and furnished the necessities of life by the Board of Trustees. Until within the past year or so, none of the buildings of the colony had ever been painted.

Financial stringency, brought on by agricultural depression, has been partly responsible for the change to a stock cooperative basis, but their form of government, which has existed for nearly 100 years, was religious in its nature, and government of the Society centered around religion. Under the new plan, a separate corporation will be set up to handle church and religious matters.

The plans for re-organization call for transfer of the 26,000 acres of land in Iowa County, together with the packing plants, woolen mills, saw mills and other factories from the Communistic Society to the new Corporation, to be known as the Amana Society; but to make this transfer effective, it will be necessary for each adult member of the present organization to authorize the step.

It is proposed to issue common and preferred stock to the present membership and each one of the 958 members will receive one share of common stock, which will not be transferable. Preferred stock, with the same value as common, will then be issued to members, the number of shares to be based on the years of service to the Society. The preferred stock may be transferred, and, when earned, pay dividends not to exceed 7 per cent.

From many points, the Amana Society was successful, because it provided its members with economic security, but the fact that a change to the cooperative plan is being made, shows that the younger generation is no longer satisfied to live in a communistic way, but prefer the new plan of greater opportu-



Mr. Silberling and His Aides
His Hobby

The Fish Creek Fossil Field Near Harlowton, Mont.

The Fish Creek fossil field found and worked by Albert C. Silberling, an employe of the Milwaukee Road at Harlowton, Montana, who collects fossils as a hobby, is probably in number of individuals and species found entitled to rank as one of the world's richest known fields.

Fossils have been found in nearly one hundred different localities, but of chief interest are the two Quarries known as the Gidley and Silberling. Though the material is fragmentary it is of great interest to the paleontologist as in these deposits are found the earliest known ancestors of many of the existing types of mammals.

The earliest known ancestral monkey and horse remains are found in both Quarries; the monkey an animal not

larger than a large rat; the horse about the size of a house cat with five toes on each foot.

From the Gidley Quarry remains of over six hundred individuals have been found, representing forty species of animals.

The Silberling Quarry, equally rich, has not been worked as extensively owing to the greater amount of rock to be removed to uncover the bone layer. Remains of mammals, lizards, crocodile, turtle, fish, and birds are found throughout the field. Found in the same general beds are fossil foot prints, clams (Unias), snails (Gasteropods) and plant remains.

The plant remains, of which large collections have been made, indicate a climate comparable to that of Florida at the present time.

The material which Mr. Silberling has collected from these beds is now preserved in the U. S. National Museum, American Museum of Natural History, New York City, and the Museum of Princeton University. Of these collections, that of the U. S. National Museums is the largest and is also the largest existing collection of earliest tertiary mammals.

Besides the collections from this locality, Mr. Silberling has made other collections which are preserved in the Carnegie Museum and Museum of Princeton University.

Celebrated Golden Jubilee of Service. I. & D. Division Conductor, William Malthouse Tells the Story of Fifty Years of Service

Memories of the I. & D.

HOW many of you old-timers remember A. E. Manchester? Although he climbed up high on the ladder of service in The Milwaukee, he was, when I first knew him, round-house foreman at Mason City, and I got my first taste of railroading under Mr. Manchester, as engine wiper. This was in the fall of 1880. Then in the spring of 1881, I went back on the farm, but the railroad fever was in my bones so strong that I returned that same fall and "hired out" to A. W. Solon, who was yardmaster at Mason City at that time. G. W. Sanborn was our superintendent and Ed Pennington, who later left our company and became a high official of the Soo Line, was trainmaster. That was during the time that we used to have to carry an armful of old links and pins around with us.



Wm. Malthouse

I worked in the Yard at Mason City until the spring of '82, and then went on the road braking for Conductor Tom DeLong. We had not heard much in those days about air brakes, and during

slippery weather we had to carry ashes from the caboose to sprinkle on the running boards when we had to go "over the top" to set the hand brakes. In 1884 I was "set up" as conductor and ran my first train April 9th of that year.

I remember the first air brake cars I ever had in freight service. Peter Mattershead was pulling me and I had engine No. 76 with about twenty cars, six of which had air brakes. The first stop Pete made he piled us all up in one end of the caboose and when we opened the way cars at Clear Lake we found that most of the freight had been transferred from one end of the car to the other. After three or four more stops like that, with the same results, I decided we had better cut out the air brakes before some of us were hurt, so we went back to the old hand brakes for the rest of the trip.

All but four of our engines at that time were 16 inch, and the first "large" engine we got on the I. & D. was a 17 inch, and they were not allowed to run west of Algona because they were too heavy. These engines would haul about 25 carloads of the type of cars we had then, 26, 28 and 30 thousand capacity class. Once in awhile we would get a 40 or 60 thousand capacity and we often wondered what would come next.

On one of those early occasions, I had a fellow named Osa Arts braking for me in freight service about the first time I got one of those "big" cars. It was loaded with baled hay. I had hired Osa out of a hay barn at Whittemore. At that time if a conductor was short a man, he could go out and hire anyone

who looked good to him. We were about a mile west of Ventura when we had a derailment. When I came to gather my crew together to find if anyone was hurt, poor Osa could not be found. We hunted high and low for him, but Osa was missing. At last we heard someone calling for help. It sounded as if it came from away off some place, but we, at last, located him down in this car of hay. I asked him how he got way down there and he said, "Why Al, the roof just opened up and swallowed me."

But with the changing times, have come changes in railroading also. We think nothing, now, of getting a train of 140 thousand capacity cars with a big L2 engine on the head end.

I was set up for passenger conductor in 1892 and have had a regular run since 1896. For the past forty years I have not had a reportable accident to myself or crew, thanks to the wonderful progress of the Safety First Movement.



THE above snap-shot of Messrs. J. J. Foley and Evan Hall was taken on the cattle range in western South Dakota, while looking up new ranges for stock along our line.

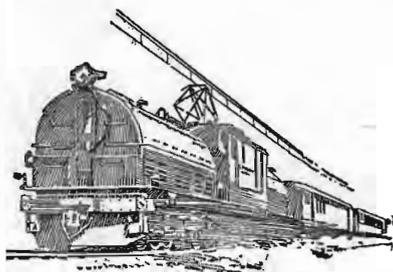
Mr. Foley has been with The Milwaukee many years and performed real service for the company and the livestock interests of the Northern Great Plains, which territory is served by our Trans-Missouri and Musselshell divisions.

The second view is a wonderful picture of the White River bad lands, tributary to our Rapid City line. This is mighty good cattle country on the Pine Ridge Indian reservation and a sight well worth advertising for tourists or Milwaukee people who make western trips on their summer vacations.



The Bad Lands of The Pine Ridge Reservation. Puzzle: Find the Bear

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.



CO-OPERATION + COURTESY + SERVICE

Transportation is one of the most important things in the world.

In every successful organization, whether it be bank, school, factory, railroad, etc., the spirit of co-operation runs through and animates the entire institution. An army of workers imbued with a spirit of earnest fidelity to duty, an unswerving desire to do the thing that should be done, and always with kindness and good-cheer, should be ranked with the best on earth. Co-operation is the life of business.

The reputation that endures, or an institution that lasts is the one that is properly and extensively advertised as to its accommodations and service and one of the best mediums is by its employes through Co-operation, Courtesy and Service.

Courtesy in all things is an asset worth having or worth acquiring. There are institutions known by courteous telephoning. Telephone courtesy is a big thing, courtesy always is. Charm of Manner as a Business Proposition is an essential qualification.

The commodity we have to sell is Service. We should be mindful at all times that a broken promise always hurts and shows weakness in the character of a business organization just as unreliability does in an individual. Give our whole attention and consideration to all patrons. If asked for information be sure we have it before giving it and not assume that the fact is so now because we once thought it so, which means that every employe in the Milwaukee Family should be posted about Milwaukee Service.

A satisfied patron is not only our greatest asset, but the best prospect for more business and we should all feel it our duty to do everything possible to promote the good of our railroad through the important factors in business, Co-operation, Courtesy, and Service.

(Contributed by C. F. Rank, Mgr. Mail, Express, Baggage and Milk Dept.)

A handwritten signature in cursive script that reads "J. D. Gillick". The signature is written in black ink and is positioned above the title "Vice-President".

Vice-President

Chicago; February 1, 1932



ACCIDENT SAFETY PREVENTION

SAFETY
FIRST



Robert E. Bride



Joseph Coraguilo



D. A. Kemerling



C. P. Sullivan



Mr. and Mrs. Krohn

Section Foreman Robert E. Bride

Mr. Bride was promoted to Section Foreman in 1925, working an average of 3 men in his section crew, and to date he has not had a reportable or lost time injury to either himself or any of his men.

Section Foreman Joseph Coraguilo

Section Foreman Joseph Coraguilo is in charge of Section A-2 at Trail City, S. D. on the Trans. Missouri Division.

Mr. Coraguilo has completed a period of five years without an injury to himself or any of the men working under him, having an average of from two to five laborers under his supervision during that period.

Letting a Family Man Work in His Place

In the group above is D. A. Kemerling, section foreman at Rapid City for

the past nine years. He has been with the Milwaukee Road for twenty-five years and in that time has had but one accident with loss of time; and has worked from one to thirty-five men on section. This winter, Mr. Kemerling is taking a layoff, and with his wife is visiting friends and relatives in the west. As he has only his wife dependent upon him, Mr. Kemerling is making way for a man with a family to work in his place during the winter.

A Good Record

Above is Section Foreman C. P. Sullivan and his grand-daughter, Jerry, of Doty, Washington.

Mr. Sullivan has worked an average gang of three men since he was promoted to Section Foreman in 1925 and to date he has not had a reportable or lost time injury to himself or any of the men in his crew.

No Injury to Himself or His Men During 50 Years of Service

Meet Mr. and Mrs. John Krohn of Perry, Iowa.

Mr. Krohn is Section Foreman of the Perry Section and on October 19th, 1931, completed a record of 50 years of service with the Milwaukee Road during which time he has never had an injury to himself or any of his men nor has there been a derailment on his section. This is a mighty fine record and one which Mr. Krohn is very proud of.

The greater portion of his service has been on the Iowa Division, having been first employed as a Section Laborer at Newhall when 19 years of age. In August, 1887, he was appointed Section Foreman at East Marion Yard and has been serving in that capacity since at various points. At different times he has been in charge of large extra gangs, particularly when the double track was being built on the Iowa Division. As a matter of interest, he, at one time, totalled up the names of the men who had worked for him during a period of 17 years in construction work and found that he had more than 16,000 men on his list.

Mr. Krohn has a great many stories to tell about the severe weather conditions which they encountered in previous years concerning times when the temperature ran as low as 40 degrees below zero in the winter and 100 degrees above zero in the summer.

He attributes his good safety record to the fact that he has always preached safety to his men and made them understand that careless habits would not be tolerated in handling the work.

that is a part of our life every single minute. Train and develop your mind in that single direction. Weigh the odds, study the advantages and none of us would ever err against safety again as long as we live.

Think safety, live safety, practice it in every act of your life during work, before and after the day's job is done, sell the idea firmly to your family.

Every day presents an opportunity to practice what you know to be true. Every

Don't Gamble With Safety

Harold Schicker, Labor Foreman
Bensonville, Ill.

One of the most common faults of all of us is our taking too easily for granted certain things which are so complete a part of our lives; and because all of us have developed this attitude to a more or less degree, it is vitally important that we must occasionally give deliberate thought as to what influence it might have on our lives.

Are we taking Safety First too much for granted? Its application is an essential part of our every day lives, our shops, our yards are replete with placards constantly reminding us of specific items directly applicable to safety. Meetings are attended to discuss safety in all its phases but are we taking it all too much for granted, cataloguing it in our minds as a hazy thing, not something that must be concretely applied to our each and every act.

All of us are gamblers to a certain extent, a friendly card game, a small wager on a sporting event puts a little zest in our every day lives. But would any of us sit in a game where the dealer had all the cards? Would you gamble a

small amount of money that Oak Park High School would beat Notre Dame? No need to answer, but still all of us take chances where the odds are a thousand times greater against us.

Just a few turns of the emery wheel and it would take me just a few seconds to protect my eyes with goggles. It isn't a far jump off the tank and it would take a few extra steps to get down through the gangway. This cotterkey is good enough because the tool room is ten or fifteen stalls away. "Suckers" are what they call the easy marks in gambling, what "Suckers" we are at times. A lost or injured eye, broken bones, serious injury just to save a step or two or another minute. What do we do with those minutes? Is it worth while the pain, the suffering, the expense, the worry, just for a minute or two that means nothing to us. We haven't a ghost of a chance, we take a chance to lose everything without any gain whatsoever. Don't you see the silliness of it? Don't you realize what a "Sucker" you have been sometimes? Think of Safety First from that angle. It isn't something that we take out and play with occasionally, it's something

day there is a chance to some way make this world a safer place to live for some one.

The greatest aids to safety are often unnoticed and unheralded. It's easy to perform some act that promises immediate and sensational results. It takes time and patience to do those countless small deeds that are so vital to the permanent success of safety education. But unless we do practice them, unless every one of us constantly keep alert from the safety angle, then we must ever have present those glaring spectacles of poor judgment.

Nobody gains by safety practices but you, nobody loses by carelessness but you. Don't all of us owe it to ourselves and to our dependents to constantly develop that which is entirely to our benefits?

Don't play with loaded dice, there isn't a chance to win. Don't gamble with Safety, you are the one that pays the bill.

Some Car Department Safety Records

Safety in the Car Dept., T. H. Div.

SAFETY First is a problem that interests each and every employe and all those depending upon him. It has certainly been surprising what has been accomplished in the last three years when we look back and see the unnecessary fatalities and accidents that were connected with railroad work. Many of us thought at that time, that this was just common to the work and we should expect so many of them each month or year. I know those having such opinions, as well as myself, have changed after going through these later years.

In working out safe methods and practices in our shops we have not alone saved many injuries, but also increased our production, as men can do their work without much thought of being injured through conditions which formerly surrounded them.

We have a fine record on the Division and a wonderful record at our Terre Haute Shops. There is not only the feeling of having a good operation handled with safety, but we think of the many injuries that have been avoided through a little forethought of those connected with this work. I hope that we can continue to go on with this splendid condition.

In the last year or two in following up minor injuries, also reportable injuries, that we have had, we have found there were really no unsafe conditions involved, practically all of these minor and the two reportable accidents that have been on this Division in the last three and one-half years being unsafe practices. We are trying in our way to educate each and everyone to work and act safely at all times.

West Clinton Car Department Slogan

"Do your work right and in a safe way."

J. C. Davis, Car Foreman

SINCE the safety campaign we have had the misfortune of one reportable injury since Oct. 8, 1928, which occurred October 3, 1930 since which time we have gone without a reportable injury and have only had two minor injuries.

We try at all times to live up to our safety rules, and we have a Safety Committee of three men who watch all unsafe practices and help to correct them. We hold from two to three meetings per month and all safety bulletins, circulars and posters are placed on our bulletin board upon arrival, which the men take great interest



Section Foreman Wm. Lockhart and His Grand-Daughter

Mr. Lockhart worked for the old Tacoma Eastern Railway before that line was absorbed by the Milwaukee and has been located at Centralia, Washington, since 1909. To date he has not had an injury of any kind to himself or any of the men in his crew, which has from time to time averaged 3 to 10 men.

in reading. We receive a daily bulletin from our Superintendent, which is very interesting, and we discuss Safety First among the men during lunch period, trying to make our Department a safe place to work.

We try at all times to keep our repair tracks and runway in a clean and safe condition, also safety appliances are given our personal attention, so as to guard against other employes of other departments being injured.

West Clinton is always represented at Safety meeting held at Terre Haute and West Clinton and our Safety Inspector is always welcome at West Clinton, as we get some good safety advice from him. We are going to try to finish the year without a reportable or minor injury and start the year 1932 with a clear record.

Safety in the Car Department at Bensenville, Ill.

H. Hewing, Car Foreman

"THE men of Bensenville Rip, don't need a command

Out of the way of danger to stand.

They seem to know that it's a place

Harm comes to, for the ones who fall out of pace.

Safety First is their motto from day to day, And Safety First to them means the only way."

Harold Glidden—Carman, Bensenville Repair Track.

Safety First Committeeman, Light Repair Track Force.

"The first shift train yard force, consisting of seven car inspectors and three oilers, for which shift I am glad to act and give what efforts I can as its Safety Committeeman, have kept pace with the second and third shift and repair track forces in maintaining a clear no injury record for over 32 consecutive months. We all realize our work is hazardous in this busy train yard at all times throughout the 24 hours and our

**Don't play with loaded dice.
There isn't a chance to win.
Don't gamble with safety;
you are the one that pays the bill.**

only means of preventing injuries to ourselves and fellow employes with whom we must be in close contact daily is by being absolutely safety-conscious at all times, by being familiar with all safety rules, by reporting all safety hazards, and by cooperating to the fullest extent with our Car Foreman."

"Pete" Ruff—Car Inspector, First Shift Bensenville Yards. Safety First Committeeman.

"A few words with reference to Safety concerning the employes on the second shift. There has not been a reportable or lost time injury on this shift since the drive for Safety First was extensively inaugurated on the 'Milwaukee Road.' The reason for this is that our Car Department employes are safety-conscious and do not allow themselves to get 'Rusty' on this most important factor to human life. We make a practice of attending the Safety meetings held by the Bensenville-Manheim Car Department regularly every month presided over by our supervisors.

"These meetings are of such a convincing nature that when we adjourn we have absorbed some very helpful knowledge and it keeps us alive on the subject of safety, and to perform our duties in a safe manner only. The second shift to a man are all going to keep on doing their daily work safely and maintain the nice record established by the Bensenville Car Department and cooperate to the fullest extent with our Supervisors in this work."

Crad Williams—Car Inspector 2nd Shift, Bensenville Yards. Safety First Committeeman.

"The third shift Car Department force in the Bensenville train yards consists of 5 car inspectors and 3 oilers, and is part of a total force of 72 covering all train yard and repair track operations at this station under Car Foreman H. L. Hewing. This shift, like the other shifts and repair track forces, has not had an injury in over 32 straight consecutive months.

"This record was accomplished by the good cooperation of the entire force, which also is necessary from other departments in a high speed train yard organization; teaching and preaching of safety by supervisors; reading of safety rules put on safety board each week and living up to them; by all men being alert and safety-conscious at all times, and strictly living up to Blue flag and Light Rule No. 26; by submitting at least one safety suggestion each month."

Owen "Buck" Sawyer—Interchange Inspector Third Shift, Bensenville Yards. Safety First Committeeman.

Safety First as Practiced in the Car Department at Bedford

T. R. Potts, Car Foreman

IN THE twenty-four years I have spent in the Car Department at Bedford we have had very few accidents in the shop, none of which were above a lost time injury.

As a supervisor, I have always tried to get men to work in a safe way. Life and health are man's greatest asset and to preserve these ought to be our first consideration. We work that we may live and enjoy life and it is the man who knows the worth of life and health who is most conscious the Safety Movement depends upon him. I believe it is the task of every supervisor to get the men under him to see that life is more than just living.

Every man must be made to understand that each rule is written out of experience and that in the rule may be visualized a life lost, a cripple for life, loss of time, and opportunity that can never be recalled. With this thought before us it gives us a greater respect for the safety of our fellow workmen and the Rules will be followed because they reflect past experience and point the way to the safe performance of future tasks.

The Agricultural and Colonization Department

4-H and F. F. A. Trips for 1932 Our Road to Continue Splendid Relationship with Coming Agricultural Leaders

OVER 200 boys and girls will again have the privilege of attending the National 4-H Club Congress and Future Farmers Association meetings at Chicago and Kansas City, respectively, this coming fall. These trips have been made possible for the outstanding 4-H Club members and Vocational Agricultural Students in eleven states served by The Milwaukee Road, through the continued cooperation of our Road with the state leaders of these two groups.

Inasmuch as The Milwaukee Road is so largely an agricultural road, our department is very much interested in developing the proper agricultural mindedness of the leaders, who live in territories served by us. That is well done, we believe, by annually getting together the pick of the young farm boys and girls from our states and letting them have the privilege of attending their national conferences. At these conferences, they enjoy the opportunity of meeting similarly selected boys and girls from all the other states, our outlying possessions and Canada.

At these conventions, the young folks discuss their problems. They learn of the problems of other groups from every section of the country, and have the privilege of seeing the accomplishments of boys and girls who are engaged in the same type of work, as well as competing for National honors. They, too, broaden their viewpoint on inter-related problems such as transportation, marketing, merchandising, advertising and a host of other things. They come to know the country better, its folks more fully, its means of commerce, the vastness of its cities, the soundness of its leadership and the true value of our whole national make-up.

This opportunity has been made possible for these selected young leaders for several years by the co-operative efforts of the state leaders in the states we serve and our road. We hope that the same good mutual relationship between the state leaders, their outstanding Future Farmers and 4-H Club members, and The Milwaukee Road may be continued for many more years.

To Study Market Methods

LIKE in all things, there is one best way to market the products of the farm. Several methods have been used in the past but naturally all cannot be best. Most folks do not attempt to designate the one they prefer. As a rule, they accept the custom of the neighborhood in which they live and let it go at that. It is much like the old saying "Pa was a Democrat, so am I."

The personnel of this Department has begun an intensive study of rural marketing problems. This study is to be made on the basis of carefully conducted surveys, studying the facts as they actually exist in each marketing area.

Following the surveys, meetings are to be held at which the data will be presented. The local folks will be given full advantage of asking questions and discussing the problem from every possible angle. It is felt that "dollars talk" and out of the conferences with local rural folks, they will be able to choose the marketing method which best suits their local needs.



To Make Future Leaders Out of Champion Club Boys Such as This One From South Dakota Is the Object of The 4-H and F. F. A. Trips

Young Folks Speak Thank Milwaukee and Tell of Future Plans

IT WOULD be impossible, in this limited space, to reproduce the letters that came from the 4-H Club members and Smith-Hughes boys who enjoyed trips to Chicago and Kansas City, for their respective national conventions, over our lines. These expressions of good will, offers of co-operation and resolutions to help build a better place in which to live are from the leaders of the coming generation.

A few brief statements from several of the letters are quoted herewith. In them, it is easy to see how opinions are formulated, modes of life are sometimes changed, and how a trip such as these young folks took will change one's viewpoint. The first two were written by boys who made the trip to Kansas City and the balance came from 4-H Club members and their leaders who attended the National Club Congress in Chicago.

Woodrow Peterson, Malad City, Idaho:

"Your assistance in making the trip possible is an asset to The Milwaukee

System because the contribution has been made known to practically every resident in Idaho through the newspaper stories published."

Wayne M. Walker, Maquoketa, Iowa:

"I want to inform you that the kindnesses shown me by your trainmen were surely appreciated."

Clare A. Rood, Ass't. State Club Leader, Marquette, Michigan:

"It might interest you to know that the Club boy from Ontonagon County came from White Pine, an abandoned mining location lying just east of the Porcupine Mountains. They are at least 15 miles from a railroad and have very little appreciation of the outside world.

"The girl from Houghton County came from an equally isolated territory. Having been in these communities and the homes of the Club members, I can have some small appreciation of the significance of a trip of this sort in the life of a boy or girl who has lived under these pioneer conditions."

Harley C. Hurd, Big Sandy, Montana:

"I enjoyed the trip very much as I had never ridden on a train before."

Jack Maguire, Spokane, Washington:

"It was a trip that otherwise I could not have thought of taking until I had reached manhood when it probably would not have done me nearly the good that I think it did at my present age."

Clarence Mueller, Chehalis, Washington:

"This year, my project ended with a total of seven head of pure bred Holsteins valued at \$1,000.00."

Marjorie Eastman, State Clothing Specialist, Moscow, Idaho:

"A trip to the Club Congress is a great stimulus to Club work in the local community. The boys and girls meet the outstanding club members from other states, learn of their achievements, and see some of their best work exhibited. I believe every one returns home with new ideas, inspiration and the ambition to help fellow club members make their work reach a high standard, too."

Edith Fisher, Spokane, Washington:

"I would like to help some Japanese children in 4-H Club work. They are greatly interested. They need this work so if it is at all possible, I will try to organize a club in their community next year."

Lincoln County Leaders Diversify New Sources of Income Found by Youth of Dakota

The youth of South Dakota is interested in a wide variety of sources of farm income. One of the newer sources of revenue is that of turning home grown grains and roughages into prime beef. The Milwaukee Road is encourag-

ing that youthful interest in diversifying the agricultural income of the state and, as a demonstration of its faith in establishing new avenues of farm returns, it purchased the grand champion 4-H Club steer to be served in its dining cars. How that steer came to be a grand champion and how the Club members of the state are preparing themselves for the future is well told by Lawrence Sayre, County Agent at Canton.

"The Lincoln Leaders Baby Beef Club of Lincoln County is recognized as one of the outstanding 4-H Clubs of South Dakota. The Club has a very active organization of junior baby beef feeders with a complete set of officers who carry on the Club's business at their monthly meetings. Topics relating to the care and management of baby beeves are discussed at each meeting. Entertainment in the form of games and stunts are an important part of each meeting.

"During the summer months, many special activities are held. Members of the Club attend the Lennox Club Camp which is held the first week of June. They also hold a club tour at which time they visit the project of each member to observe the progress of the calves and study management methods.

"The calves meet their first competition at the county fair which is held at Lennox. All of the winners at this show are prepared for the South Dakota State Fair and the Sioux City Interstate baby beef show.

"The year 1931 marks one of the outstanding years for the Lincoln Leaders Club. Their winnings at the State Fair were first, second and fifth in the Aberdeen Angus class; first, second, seventh, eighth and tenth in the Hereford class and third in the Shorthorn class; Alan Bogue, of the Lincoln Leaders, winning grand championship of the show on his Hereford steer. Their winnings have been consistent at every show. Alan Bogue was awarded the grand championship on his Hereford steer at the Sioux City show the past season.

"Records from the Lincoln Leaders Baby Beef Club during 1931 present some interesting figures. Ten members who enrolled completed their projects. Eight of the members attended club camp, the same number exhibited at the County Fair and four exhibited at the State Fair and Interstate Show. Twenty-one head of calves, valued at \$2,673.33, were owned by members of the Club which brought them a net profit of \$695.12.

"The Lincoln Leaders have already organized for 1932 with thirteen members enrolled and thirty-six calves on feed."

The organization of more clubs like the Lincoln Leaders is highly desired in all territories along our lines where there are "beef minded" farmers who have sufficient home grown fattening feeds to finish steers for the best markets. If any of you know where such a club might be organized and will drop this Department a line, we'll help you to get it going.



John DeLongchamp in His Potato Field

Upper Peninsula Has Champion Spud Grower

538 Bushels Tops Michigan Potato Yields

John DeLongchamp, Marquette County, Michigan, grew 538 bushels of potatoes to the acre on his six acre field this past crop year. The yield was checked by crop specialists from Michigan State College and DeLongchamp has won the honor of being champion potato grower in his state.

About 200 bushels of the DeLongchamp potatoes have been served in the dining cars of the Milwaukee Road. Nearly one-half of these potatoes were used for baking because of their excellent qualities and the balance were served in various other prepared dishes.

Mr. L. M. Jones, Superintendent of Dining Car Service, recently commented on these potatoes as follows: "We would say that these potatoes are as fine as any we have ever bought. Both are uniform, smooth, clean and exceptionally firm. We would conclude they had been grown on new soil."

The DeLongchamp farm is in Milwaukee territory near Champion. For the past ten years, this grower has never had a yield under 300 bushels per acre. All of which indicates that land along our lines in Upper Michigan does produce big crops year after year.

Some of the main features practiced by Mr. DeLongchamp in growing these large crops may be briefly summarized as follows: Using an adaptable variety (Green Mountain); hill selection of seed; ten day sprayings for blight and insects; seed treatment for disease; continuous level cultivation; liberal usage of commercial and stable fertilizers and harvesting only after complete maturity has been reached.

Busy Everly Station

The following submitted by Superintendent Ingraham:

Below is a statement from the agent

at Everly, Iowa, of the stock shipments for the year 1931, together with a comparison with the years, 1928, 1929 and 1930, which I am sure will be of interest to the readers of The Magazine.

This little town of Everly, located in the northwest corner of Iowa, first station west of Spencer, has a population of 516 wide awake people; and with all its good showing on stock shipments, it is not noted alone for this class of shipping, for in normal times there is a good grain business out of the town.

Everly and neighboring people are successful, too, in handling and feeding sheep and on many occasions sheep shipped in for feeding from western points have come through the season in fine condition so that their owners, instead of facing a loss, have counted a fair profit at the final sale. Sheep shipped into Everly for feeding purposes come from the western ranges and provide good revenue business for the Milwaukee Road.

Everly people believe in their railroad, too, and practically the only trucking they engage in, is in transporting hogs, etc., from the farmers to our stockyards for movement by rail.

Livestock Shipments for Year 1931— Also Totals for Previous Years

1931	Cattle	Hogs	Sheep	Total
January	42	88	6	137
February	30	69	4	103
March	11	51	..	62
April	20	41	2	63
May	50	48	3	101
June	15	28	..	43
July	25	38	..	63
August	21	43	..	64
September	27	27	..	54
October	32	15	..	47
November	14	26	..	40
December	10	55	..	65

Total 1931...	298	529	15	842
1930	339	425	15	779
1929	284	404	4	690
1928	291	515	5	811

The foregoing record of livestock shipments from Everly, for 1931, in the face of the prevailing depression, shows a nice increase over previous years—in fact, the largest ever, with a total of 842 carloads shipped out, a large number of these cars being double decked. From this, readers are to understand that these hogs and cattle came from the Feed Yards, where they were raised or fattened by Everly feeders.



Jackle Smith of Sioux City, Ia.



SAID TO BE HUMOROUS



Handling Husbands

Thin, angular and spinsterish, Miss Miggs strode through the streets of the little village rounding up the housewives to come to tonight's meeting of the "Hopeful Society" on "How Husbands should Be Fed."

The little hall was fairly full by eight o'clock, when Miss Miggs, with her select committee of old maids, pranced on to the platform and began her oration. Not much inspiration was to be gained from the audience.

"So many of you women," she started, "are not sympathetic enough with your husbands. Now," she simpered, "if I had a husband and he came home—er—late, I should not rave at him, but simply go and kiss him."

"And serve the brute right!" yelled a retreating form at the back of the hall.



Prize Definitions

Milch—A popular present-day beverage, and especially given to babies.

Ossicle—The long, pointed formations found on the roof edges in winter.

Waver—The method of greeting a friend.

Serial—What one eats for breakfast.

Scupper—A receptacle for holding beverages, such as tea or coffee.

Salary—An edible substance grown in stalks.

Prism—A structure in which violators of the law are housed.

Carat—An edible vegetable.

Debit—A first appearance in society or before the public.

Chapeau—A manor house or county seat.

Ignorance of Nature

A country boy got a job in a city grocery. He was very cautious in his new position. He was warned at home that city people would try to josh him because he was green. So he kept a sharp lookout.

One day a sober old maid entered the grocery and said, "I would like to get some bird seed, please."

The new clerk quickly replied: "No you don't, lady, you can't string me. Birds come from eggs, not seeds."

Mr. Smith had just finished putting the seeds in the garden.

"How about the birds eating the seeds?" asked Mrs. Smith. "Hadn't you better put up a scarecrow?"

"Oh, that doesn't matter," was the reply. "One of us will always be in the garden."



Proportionately Speaking

"For the last time," shouted the sergeant, "I ask you the simple question, 'What is fortification?'"

The recruits stood fast to a man. No one answered. Striding up to the most intelligent looking man, the N. C. O. bawled out, "Tell me, what is a fortification?"

The answer came like a cork out of a bottle. "Two twentifications, sergeant."

"When I was a boy," said the stern parent, "I thought nothing of a ten-mile walk."

"I don't think much of it myself," replied the modern son.

One of Many

Bill Perkins to his family said while breakfasting one day,

"I've got to go to Hoosiville, two hundred miles away.

So I guess I'll fill the gas tank, pump in a little air,

And on my trusty rubber tires by noontime I'll be there.

"Why not travel by railroad?" Ma Perkins to him said.

"Think of all the highway perils—and take the train instead.

There are lots of dippy drivers, and trucks that hog the road,

And fellows so full of liquor their eyes are pigeon toed.

"You shouldn't take all these chances when railroad rates are low;

If something should happen to you 'twould be an awful blow!"

But Bill couldn't see it that way—he vowed he'd take his car,

And naught could be done about it without a family jar.

So he started out most gaily, just missed the family pup,

And quickly upon the highway his speed was mounting up.

A little way along the road his peace was rent, alas!

By a very nasty puncture from a hunk of broken glass.

And then some distance further on he tried to cut ahead

And had a fender crumpled up by a car that onward sped.

Then quite awhile he rambled on before there loomed a row

Of heavy trucks ahead of him past which he could not go.

For miles he fumed and fretted till a chance to pass he saw;

So he darted by them madly, his heart within his craw.

But not much mileage had he made till a detour he espied,

And then for quite a period through mud he had to slide.

Onward he fought the traffic till his engine got so hot

He had to stop awhile to put the fan belt in its slot.

And so he journeyed, tired and sore, until his goal he neared—

And then a hoggish bus approached, and in the ditch he steered!

* * *

When Perkins got back home again adorned with tape and such,

His folks, who met him at the door, were frightened very much.

But William bade them cease their eries and proudly waved in air

A slip that showed his gas and oil (not counting insurance, depreciation, license fees, repairs, doctor's bills, etc.) cost him about six-bits less than the railroad fare!

F. H. J.

The Sensitive Young Man

Mother: "Mabel's young man has taken offense at something. Have you said anything to him?"

Father: "Not a word. I have not even seen him since I mailed him last month's electric light bill."

He Wasn't Widower, Only Boilermaker

Toronto, Ont.—(UP)—Louis Menski, Pole, married, applied to Judge Denton for citizenship papers.

"Are you a widower?" asked the judge, testing his knowledge of the English language.

"No, I'm a boilermaker," replied the applicant.

Judge Denton: "I don't suppose he knows what a widower is, but if he is a boilermaker he must know something."



The Percentages

"Had a terrible time with my flivver."

"Yeah?"

"Yep. Bought a carburetor that saved 50 per cent of gas, a timer that saved 30 per cent and a spark plug that saved 20 per cent, and after I went ten miles my gas tank overflowed!"

The Next Train

"Goin' away, Mike?"

"I am that!"

"Well, if it's the next train you're after catchin' you've just missed it!"

His fellow clerks gathered around him when the news of his engagement became public property and extended congratulations.

"But," said one man, "I understand the girl you are engaged to is a twin. How do you tell the difference between her and the sister?"

"Well, it's a jolly nice family," said the lucky man, "and I don't bother very much."

"As I was going over the bridge the other day," said an Irishman, "I met Patsy O'Brien. 'O'Brien,' I says, 'how are you?' 'Pretty well, thank you, Brady,' says he. 'Brady?' says I; 'that's not my name.' 'Faith,' says he, 'and mine's not O'Brien!' With that we looked at each other and, sure enough, it was naythur of us!"—Contact.



"Mama," said little Elsie, "I never see any pictures of angels with whiskers. Do men go to heaven?"

"Well," said the mother thoughtfully, "some men go to heaven, but they get there by a close shave."

There was a lot more horse sense on the highway in the old days, but it belonged to the horse.

Archaeologists have found a skeleton with a lower jaw that opened six inches. Evidently the club sandwich isn't new.

The final proof of a peaceful nature is never to wish you were driving a ten-ton truck.

A hero is a man who risks his neck in an airplane without carrying mail.

—Midwest Review.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Fullerton Ave. Chapter

Marie Nixon, Historian

In accordance with motion adopted at our December meeting our Chapter held two meetings on January 12th, one a Mid-Week afternoon meeting for the married ladies and the other in the evening for the girls employed. At the afternoon meeting at 2:00 o'clock a short business session was held and a program including a talk by Mrs. Carpenter-Kendall and readings by Mrs. Vernus Falk Johnson followed. A patch work quilt is planned to be made by those who attend these afternoon meetings who do not care to play cards, and the quilt to be raffled.

The evening meeting began at 5:00 o'clock, dinner being served at that time. Old and new business was discussed and readings by Mrs. Johnson were again given. After the adjournment of the meeting a number of the girls stayed and played bridge.

Our Welfare Chairman Mrs. Borgerson and her very able committee have had a very busy and successful year, and clothing of every description has been given to those who are in need. 73 Christmas baskets were distributed Christmas Eve and the club takes this opportunity to thank the men who so graciously donated their cars and gave their time and service in delivering these baskets.

On the evening of February 5th the members of this chapter are invited to visit the studio of the National Broadcasting Company and there will be a guide who will personally conduct us through the studio. Arrangements have been made to have dinner at the Merchandise Mart Restaurant, the building in which the studio is.

Our February meetings will take place the third Monday afternoon and Saturday afternoon the 13th, and at that time there will be the election of officers for the new year. All are urged to attend. Also at this meeting a play under the direction of Miss Edith Strate will be given, members of the chapter taking part. A very enjoyable afternoon is promised and we expect a good attendance.

Harlowton Chapter

Mrs. Catherine Middleton, Historian

HARLOWTON Chapter held its regular meeting Monday evening, November 2nd, in the club rooms, with our new president, Mrs. Lou Gallagher, presiding.

The club motto was recited in unison.

Reports of standing committees were given. Ways and Means Committee reported a neat sum taken in for a card party when the five-dollar gold piece was raffled off in the month of September. After the meeting a very nice lunch was served by the Refreshment committee, after which cards were enjoyed.

The December meeting was held the evening of the 7th, with a good attendance.

The Sunshine committee gave a good report. The Ways and Means committee reported a Bridge Luncheon to be given December 18, and a quilt to be raffled the same afternoon.

Our librarian entertained our members with a pink tea the afternoon of December 9th. At this time she announced that the club-house would be open every Wednesday afternoon from 1:30 to 5 o'clock. As we have a new shipment of books and a number of members have donated books, we have some splendid books and hope many will take this opportunity to enjoy them.

Marion Chapter

Mrs. Robert Cessford, Historian

PLANS for the annual Christmas party given for the children of Milwaukee railroad employes were made at a meeting of the club Thursday, December 10th, in Memorial hall.

Reports showed that the Social Welfare committee had sent baskets of food at Thanksgiving to the homes of needy employes, also clothing and fuel amounting to \$46.49. The principal work of the club at present is caring for a family of nine, the father having been sent to the state sanitarium at Oakdale, Iowa.

The Sunshine committee is active looking after the sick and shut in members. Cards are sent and calls made, showing our railroad family that the women's club cares.

Twenty-five members attended the meeting which was preceded by a pot luck luncheon. Bridge was played after the business meeting. The next meeting will be preceded by a dinner to which all members and their families are invited. Cards will follow the business meeting.

The club's Christmas party was given Sunday afternoon, December 20th, and was attended by 350 children and a large number of adults. A large Christmas tree on the station platform was ready for the arrival of Santa Claus, who came in on the engine of a special train at 5 o'clock. Music was furnished by the "Little German Band." All children were given treats of candy, nuts and fruit. Mrs. L. S. Dove was chairman of the Christmas party. Following the party, Mrs. A. J. Elder, the president of the club, was honored at a surprise birthday party at the home of Mr. and Mrs. W. E. Cooper. The guests were members of the governing board of the club and their husbands. Supper was served at 6 o'clock, covers being laid for twenty-five. The outstanding feature was a beautifully decorated birthday cake, baked by Mrs. Harry Van Wormer. The later part of the evening was spent playing bridge, Supt. A. J. Elder receiving first prize and R. J. Kendall consolation prize. Mrs. A. J. Elder was presented with a clock from the members of the governing board.



One of Our Active Members

Above is a picture of Mrs. Marie Edsall Pierce of St. Maries, Idaho, 88 years old and one of St. Maries Chapter's most beloved members.

Mrs. Pierce writes that her birthplace and early home was not far from Oconomowoc, Wisconsin. She says that the summer she was eight years old (1851) she went, with her mother, to visit a sister at Fort Howard, Wisconsin. In the fall her sister took her home and the trip was memorable for both of them, because they went by boat to Milwaukee and Mrs. Pierce had never seen a big boat; and from Milwaukee to Waukesha, the sister had her first sight of a railroad train.

Mrs. Pierce writes that the picture was taken when she was seventy-five years old, thirteen years ago, but it is all she has.

Bensenville Chapter

Ethel Braake, Historian

BENSENVILLE Chapter held its regular meeting January 6, with the president, Mrs. Tonning, presiding.

Quite a large number were present to welcome the visitors from Chicago and all felt their help in making it a very worthwhile business as well as social gathering.

The guests: Miss Etta Lindskog, secretary general; Mrs. G. W. Loderhose, president of Fullerton Ave. Chapter; Mrs. H. M. Borgerson, relief chairman of Fullerton Ave. Chapter; Mrs. J. L. Brown, president of Union Station Chapter, and Mrs. W. R. Dolan, relief chairman of Union Station Chapter.

Miss Lindskog urged that the Chapter do all possible for relief, in the line of food, clothing, fuel and medicine, and also cooperate with other community relief organizations that are also giving our Railroad families aid.

Mrs. Capot, chairman of the Bensenville community relief; Mrs. Bartholmey, president of the Parent-Teacher Association, and Mrs. Tonning, Chapter president, showed in their discussion how caring for our Milwaukee families extends into each other's work. Our scholarship fund will be used to help Mrs. Bartholmey in affording noon lunches in the schools.

Miss Lindskog also suggested things other chapters that she has been visiting are doing and ways they are raising funds and keeping up their morale.

Mrs. Dolan gave some instances in her benefit work in Chicago which were very interesting and helpful.

The three presidents planned to have a combined meeting of their chapters at the Union Station club rooms when Mrs. Byram is in Chicago in February. This seemed such a splendid idea that three more may be planned for the year, one at each chapter's club room on its regular meeting day.

The various chairmen gave interesting reports. Benefit Chairman Mrs. Linderman had helped 16 families during December, sent 12 Christmas baskets and made 29 personal calls. The total amount spent for relief was \$70.04.

Mrs. W. Rands, always busy with her Sunshine calls, reported delivery 3 plants and 7 baskets of fruit.

Ways and Means Chairman Mrs. O'Keefe is planning to give a series of card parties.

Delicious cake, cookies and coffee were served by Mrs. Bagnell and her committee.

Mason City Chapter

Mrs. John A. Nelson, Historian

THE December meeting of Mason City Chapter was held in the club rooms December 27th at 7:30 p. m. This was in the form of a Christmas party.

It was voted to accept Mrs. I. A. Beerman's resignation as president, on account of illness. Mrs. W. Johnston being 1st vice-president, to assume the president's chair; Mrs. S. V. German, 2nd vice-president, to assume 1st vice-president's chair. Mrs. Frank Ulrick was unanimously elected 2nd vice-president to fill that vacancy.

The committee reports were as follows: Mrs. Smith, Mutual Benefit, reported 13 Christmas baskets, \$35.20; groceries furnished, \$13.53; old clothing to the value of \$22.70. She told how the doctors in the Park Hospital were co-operating with relief work by donating their services. She reported also many phone calls and personal calls.

Mrs. Meuwissen, Membership, reported 303 members—163 voting and 167 contributing.

Ways and Means—Mrs. Ingraham asked for suggestions as to ways of making money. It was voted to have a birthday jar and everyone having a birthday in the month of meetings pay in on club nights.

Mrs. Balfanz, Sunshine, reported 32 calls, 10 phone calls and 10 cards sent.

House and Purchasing, Mrs. Patton, no report.

Meeting turned over to program. Community singing of Christmas carols led by Mrs. Nelson, accompanied by Mrs. Ingraham.

The card tables were then set up and an evening of bridge and five hundred enjoyed.

Delicious refreshments were served to about sixty.

The children's Christmas party was held December 20th at 2:30 p. m. in the club rooms. A lovely big tree beautifully decorated was gazed on with anxious eyes. Santa was present to mingle with the many happy children. Each child received a gift and Eskimo pies were passed to all.

On Friday, Jan. 1, 1932, from 4 to 6 p. m., Mr. and Mrs. Ingraham held open house in the club rooms to the employes and families. All enjoyed themselves very much. Mr. and Mrs. Paul Scott had charge of the serving.

We feel sure that many, many people enjoyed the friendly handclasp and cheery smile of the Ingrahams.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

THE regular meeting of Milwaukee Chapter was held in the club room, Union Depot, on December 21st. The welfare chairman reported aiding several needy cases; also bought shoes and milk for children.

The chairman of the annual bazaar and dinner held December 3rd reported \$125.00 profit to date.

Mrs. Doelger was appointed Sunshine chairman in place of Mrs. C. Krause, who resigned.

Our Christmas party for the children was held on December 22nd. Santa Claus arrived on a special train at 8:15 p. m. and was greeted by about 200 children. He then came to the club room and distributed toys, popcorn, candy and nuts to each child.

Mrs. Deards, program chairman, furnished a program of Christmas carols and recitations by children of members and others. Our Chapter also sponsored a 25-foot Christmas tree in the lobby of the station, which was much enjoyed by travelers.

Ottumwa Chapter

Mrs. Perry Grubs, Historian

A BOARD meeting was held December 2nd. Mrs. Sowder, our president, presiding, and preparations were made to give Christmas baskets.

On December 4th a benefit card party was held in the club rooms, 14 tables in play, Mrs. Barnoske being chairman.

A co-operative luncheon was held on December 11th and a splendid lunch was served. We were pleased to have the girls of the superintendent's office with us.

The business meeting was called to order at 2:00 p. m. Reports of the various committees were read. Mrs. Sowder and Mrs. Barnoske gave a report on the Get-Together Luncheon in Chicago.

A Funny Party is to be given some time the latter part of January. Mrs. Hannon, chairman.

On December 23rd the members went to the club rooms and packed twenty-one baskets for the needy, Mrs. Munson donating the toys; and donations of money, jams, cookies, canned fruit, etc., were received.

Some of our contributing members have been very liberal in donating to our club work.

Twin City Chapter

Mamie Rasmussen, Historian

OUR annual Christmas party for the children was held Sunday afternoon, December 20th, which was a huge success.

A beautiful tree was placed in one corner of the ladies' waiting room and was gorgeously trimmed with ornaments, tinsel and blue electric lights.

We were delightfully entertained by a "Kiddie Review." Mrs. C. D. Gallivan was in charge of the program, assisted by a former board member, Mrs. Mary Mueller. While the children sang Christmas carols, a smiling and jovial Santa Claus appeared at the window, each child receiving a box of candy and a balloon.

We wish to express our sincere appreciation to Mr. A. A. Kurzejka, who enacted the role of

Santa Claus and helped make our party such a success.

Mr. Grace of the Inter-state News Service donated balloons for the kiddies who were our guests at the Christmas party. Mrs. R. C. Donehower was general chairman, assisted by the board members.

The regular meeting of the Chapter was held Monday evening, January 4th. Officers and chairman gave splendid reports, which were approved and accepted.

Forty-seven Christmas baskets were distributed to needy families, which brought back a quick response in thanks to the club for their kindness.

Our Ways and Means chairman, Mrs. L. W. Scoville, announced the dance and card party to be held in the ballroom at Sears, Roebuck & Co. February 6th. A five-dollar gold piece will be given as a door prize.

Terre Haute Chapter

Mrs. Harold Patton, Historian

THE December meeting was held on Thursday evening, the 17th, in the club rooms and was preceded by a Pot Luck Supper at 6:00 p. m., with Mrs. H. F. King as chairman in charge, assisted by Mrs. F. G. Pearce, Mrs. T. J. Lentz and Mrs. O. G. Richard. The menu as usual was delicious and greatly enjoyed by about 50 employes and families.

The regular business meeting followed and was presided over by our president, Mrs. Valentic, with all committees reporting. Mrs. Barnes reports receiving a great many calls for assistance which it would be impossible for the club to handle all, but we are doing all we can to render as much assistance as possible.

Christmas Cheer Baskets were filled and delivered by the club to about 30 former employes.

The Second Annual Christmas Party given by officers, employes and women's club was held Tuesday evening, December 22nd, in the Red Men's hall and was a great success and enjoyed by both young and old. Santa himself arrived in person and delivered boxes containing candy, fruit and nuts and a toy to each child. Two hundred and fifty of these boxes and toys were distributed to the children.

Tacoma Chapter

Mrs. Charles Slightam, Historian

OUR December meeting was held on the 28th at the Woman's Club House. A delicious luncheon was served to about sixty members, with Mrs. George Beachwood in charge.

We were all happy to have Mrs. Negley with us, for the first time since her recent illness.

We were pleased to welcome as new members to our club Mrs. H. L. Wiltrout, past president of Mitchell Chapter, Mitchell, South Dakota; also Mrs. Buckley of Harlowton, Montana.

On the evening of December 23rd a train pulled into the Milwaukee station and who should step from the train but Santa Claus himself,

where he was greeted by about one hundred and fifty children and their parents. There was an enjoyable program, after which they all gathered around a beautifully lighted Christmas tree, where Santa presented each one with a bag filled with candy, nuts, etc. This Christmas treat each year is sponsored by Mrs. F. E. Devlin, who with her committee are to be congratulated on the success of the party. Mr. Roy Cleveland took the part of Santa Claus.

A Benefit pound party was held on the 19th of December, with Mrs. George Pyette as chairman. Groceries to the value of \$15.00 and cash in the amount of \$14.25 were donated and were used in making up Christmas baskets for the needy.

Tickets were sold on a silk quilt which had been donated for the purpose of raising money for the club from which \$22.60 was realized. The lucky number was held by Mrs. Martin McHugh.

Mrs. Schmidt, chairman of the Sunshine committee, reports that Mr. J. S. Eccles, who has been seriously ill, is improving. Also that Mr. Fred Brown, Mr. James Howel and Mr. Charles Fehrman are getting along nicely.

Miles City Chapter

Mrs. W. H. Wise, Historian

THE regular meeting of the Chapter was held Dec. 18, and at that time 600 boxes were filled with candy and peanuts.

Mrs. Nummerdor, president, surprised the Chapter, giving numbers, "at door" to entering members, and a beautiful plant was given Mrs. J. Fieley who held the lucky number.

A Farce, "Betty Behave," by three local girls was much enjoyed.

Mrs. Sopher held the lucky number on the Guidice quilt raffle.

The Nash Finch Co. donated our Xmas tree. It was set up in the depot, where the children congregated and 600 boxes were distributed at 4:30 p. m., Christmas Eve.

The club house was rented for three dancing parties during the holidays, the rentals netting \$22.50.

The Division Freight and Passenger agent's office was awarded first prize for the best trimmed Christmas tree on Main St., and donated one-half of the money to the Chapter.

Mesdames Spear, Fellows and Nelson were hostesses, serving a delicious lunch.

Channing Chapter

Mrs. J. R. Krause, Historian

CHANNING Chapter held its annual Christmas party December 19, 1931. The afternoon party was for all the children of this community. Santa Claus arrived about 4 p. m. riding a pony, due to the fact of no snow. When he dismounted at Community Club House, about two hundred persons were there to greet him.

Santa had the children sing songs, recite poems and dance around a beautifully decorated Christmas tree before opening his packs. After distributing over two hundred and fifty bags of candy, fruit and nuts he took his departure, amid the cheers, good wishes and requests of all to return next year.

Committee in charge were Mrs. J. W. Tuttle and Mrs. Boll. That evening a card party and dance was tendered the grown ups of our community by the club in the gymnasium. A beautifully decorated tree placed in center of floor created a very festive appearance. Cards were played at twenty-four tables and prizes awarded for highest scores. Dancing was enjoyed by over one hundred couples, music being furnished by Channing Revelers, consisting of Mrs. L. Osborne, pianist; Benj. Thiele, accordionist; Herman Stienkrause, cornetist; Lester Rochow, violinist; and Lewis Swick, drums. The social chairman, Mrs. L. Thiele, assisted by the Misses Edith Freics, Leona Thiele, Jennie Johnson, Luella and Elaine Raymond, arranged this party.

A benefit card party was held December 21, 1931, at our club rooms, and generous gifts of



John, Christina, Margaret, George and Estella, Children of Section Foreman George Smith, Monticello, Iowa.

food, toys and money were received for admission, these donations being used to fill Christmas baskets. Cards were played at fifteen tables and prizes awarded. In charge of this party was Ways and Means Chairman Mrs. B. Berman, Mrs. L. McMillen, Mrs. A. Manufect and Mrs. H. Rocheleau.

December 23 the Mutual Benefit chairman, Mrs. I. Freiss, and Mrs. Wm. Tuttle packed and delivered fourteen baskets to needy families. Many gracious letters of thanks have been received by the club for these gifts of Christmas cheer. New Year's Eve the club sponsored a public dance at Community Club Building. Over a hundred couples attended and a net sum of \$26.69 was cleared. Lunch was served at midnight. Music by Channing Revelers. Committee in charge, Mrs. B. Berman, Mrs. J. R. Krause, Mrs. Iola Mogin, Mrs. Wm. Porter.

The first meeting of the new year was held Tuesday, Jan. 5, 1932, with President Mrs. Wm. Tuttle in chair. Reports were read and special commendation given to all committees who so loyally gave their time to make this Christmas a happy and merry one.

Mrs. A. Manufect, our membership chairman, has surely won our thanks. Through her labors our roster boasts of 112 members and a bonus of ten dollars.

Mutual Benefit Chairman Mrs. I. Freiss reports \$49.23 spent besides donations of food, clothing and toys amounting to \$32.41, which were distributed during month of December.

Giving an attendance prize seems to be a drawing card, as at our first meeting of the new year 1932 there were twenty-seven members present, twenty-two of these being voting members. Due to a blinding snowstorm that evening, we consider this a good showing. A social hour followed the meeting, a delicious lunch being served by committee in charge.

The members of club extend to the family of Mr. A. B. Worthing their deepest sympathy in their recent bereavement, the death of Mr. Worthing's mother at Houghton, Mich.

Union Station Chapter

Vera G. Snapp, Historian

THE card party and dance held on December 4 was an immense success, both financially and socially. The card tables overflowed into the hall in order to take care of the crowd, and the music (furnished by an orchestra composed principally of Milwaukee boys) was superb. The enthusiasm and tirelessness of the orchestra members transferred itself to the guests to round out a thoroughly enjoyable evening.

The money raised at this party was used for Christmas baskets, sixty-five being sent out to needy members of the Milwaukee family by Union Station Chapter.

An "Open House" party was held in the Club Room the day before Christmas, and was attended by some four hundred members and friends of the Club. A dainty luncheon was served to all comers between 12 o'clock and 2 P. M. Through this magazine Mrs. Brown, president, wishes to thank all those whose kind donations of sandwiches, cakes, cookies, etc., helped to make this party such a pleasant one and to keep its cost down to a very low figure.

We started off the New Year on January 5, being entertained after the business meeting by students of Mrs. Catharine Prior in a play entitled "Jim's Awakening." This was a one-act farce and was greatly enjoyed by everyone. We are deeply indebted to Mrs. Prior for bringing it to us.

Spokane Chapter

Mrs. W. F. McDonald, Historian

The December meeting was held at the home of Mrs. R. W. Beal, preceded by the once-a-month luncheon. There was a good attendance, and the proceeds were \$18.85. Assisting Mrs. Beal were Mesdames L. H. Mohr, W. P. Warner, O. B. Moody, G. W. Lanning, Nathan B. Jones, P. L. Hays, R. C. Peterson, J. J. Murphy and

W. F. McDonald.

Mrs. Shook reported the Chicago meeting, and all wished Chicago were not so far away.

Owing to our clubrooms being under construction it was voted to dispense with the Christmas party and have a house-warming as soon as our new home was in readiness, however, a number of the members, under Mrs. L. H. Mohr, relief committee chairman, met, and filled baskets to be sent out.

A safety first meeting was held in the clubrooms December 14. The ladies surprised the men and served sandwiches and coffee. There were over a hundred in attendance.

Mr. Pat Murnane of Fernwood donated \$10 to the women's club at Christmas time. We felt Santa had found us, because we have a place to hang our stockings now. Thanks, Mr. Murnane, and a Happy New Year.

The stork visited the Milwaukee family in this vicinity and left a daughter to Mr. and Mrs. P. G. Holgren, a son to Mr. and Mrs. McKibbin, a son to Mr. and Mrs. J. G. Cain and a son to Mr. and Mrs. J. H. Linehan.

The January meeting was held the twelfth in the clubrooms with a good attendance. The house and purchasing committee, under Mrs. P. L. Hays, have been very busy and the result was a pleasant surprise to the members. With new drapes, pictures, a couple of hangings and lamps, the room has taken on a homey air. Mrs. P. H. Nec has been a great help with her suggestions and enthusiasm.

The relief committee reported \$39.88 spent for relief during the month.

At the close of the meeting Mrs. Dennis Scanlon and her committee served refreshments.

Our kitchen is almost completed, and it doesn't seem to us any other club could possibly have been so happy over its own clubrooms.



Community Christmas Tree, Mobridge, S. D.

Mobridge Chapter

Bess B. Bunker, Historian

A MEETING of the Mobridge Chapter was held on the evening of December 28th, with Mrs. W. P. Moran, president, presiding.

The secretary's report was read and accepted as read. Reports of various committees were given. Mrs. S. W. Fuller, chairman of the relief committee, reported the distribution of thirty Christmas baskets, Mr. Ray Travis contributing the candy for these baskets. Mrs. Leonard Clark, chairman of the Sunshine committee, gave added cheer to six of our "shut ins" and invalids by taking baskets of candy, nuts and fruit, made festive with the holiday colors and cheerful cards of greeting.

The secretary, Mrs. James Hopper, reported a special meeting of the governing board held on December 11th in the club rooms with eight members present. Mrs. Leo Swanton, treasurer, reported a balance from the dance given on

Thanksgiving eve of approximately \$235.00, after all bills were paid. The B. of L. E. presented the club with a check for \$100.00 to be used in our relief work. The secretary was instructed to write notes of thanks to persons who, through their special efforts, made the Thanksgiving dance the big success that it was.

Miss Helen Manley delighted the club, at the conclusion of the business meeting, with a humorous reading. A group of girls followed with several well rendered musical numbers.

The members were guests of Mrs. W. P. Moran and Mrs. S. W. Fuller at lunch at Spilos Cafe at the conclusion of the meeting.

As we turn back the pages of the Historian's note book we find chronicled therein the history of the first meeting of the Moberidge Chapter of the C. M. St. P. & P. Women's club held on Monday evening, May 17, 1926, with Grace Hourigan, Historian. Today the last chapter in the history of her life is finished, Grace having passed away on Saturday, January 2nd. The pages of this book of her life are filled with joy, with laughter, with sorrow, with tears, these that make up our few short years. Of all the pages, perhaps those which record the last chapter are the sweetest, for they tell us of a fading life which was lived with great patience and courage, great tolerance and faith. For such as these we shall not weep, for 'tis to them that everlasting life is given.

Portage Chapter

Mrs. F. P. Miller, Historian

THE regular meeting of Portage Chapter was held January 4th at the club house. Sunshine chairman reported 46 calls, telephone and personal, also a box of candy sent. Relief chairman reported 14 Christmas baskets sent out, two tons of coal, also men's clothing given out, Ways and Means, a sum of money from articles sold, left over from bazaar.

A Christmas party was held December 21st. Santa Claus came in on the train. In the depot a large Christmas tree was lighted, where 125 gifts were given to railroad children and 225 bags of candy.

The president, Mrs. Washburn, gave a report of the Chicago meeting. After the business meeting Miss Baurer and Jerome Livens gave two selections on the guitar. Refreshments served by Mrs. Looman and her committee.

Janesville Chapter

Mrs. E. W. Lueck, Historian

JANESVILLE Chapter greeted Santa in the club house December 19th with a full house of happy, enthusiastic Milwaukee youngsters. A program arranged by Miss Blanche Hayes interested even the smallest. There were many kiddies who volunteered recitations, songs and musical numbers, displaying remarkable ability among our younger generation. Community singing was led by Mrs. J. Higgins, accompanied by Catherine McCarthy at the piano. We really think the girls did better at this than the boys.

After the program, everyone shook hands with Santa and received candy, fruit, nuts, popcorn balls, and ice cream. Santa didn't seem so hard up after all. Mrs. Willis Taylor was chairman of the committee on all arrangements. Those assisting her were Mrs. Albert Hunter, Blanche Hayes, Mrs. J. Higgins, Catherine McCarthy, Mrs. J. J. McCarthy, Mrs. Paul Trambie, Mrs. A. Wobig, Mrs. J. Jarvis, Mrs. John Davey, Mrs. Chas. Gregory, and Mrs. H. Dallmann.

In order to raise money for this most successful event a card party was given early in December by all the members of the Board, at which a very large crowd attended.

At the December meeting, held in the club house, Mrs. Albert Hunter reported on welfare work a total of \$18.56 spent, 6 personal and 16 telephone calls. Mrs. DeCoster reported on sunshine work 13 cards sent, 4 condolences, one baby gift and 18 telephone calls.

At the January meeting \$19.50 was reported

for welfare work and 23 calls made. Sunshine committee reported 15 cards sent, one new mother given a membership, and one already a member a baby dress.

We are pleased to announce the marriage of Miss Harriet Mulligan, a past president of our Chapter, to John Higgins. The marriage took place in Chicago November 18th, about thirty relatives and friends attending. Our heartiest congratulations to Mr. and Mrs. Higgins for health and prosperity. Mrs. Higgins has always been interested in our work. She is ever ready to render assistance whenever we are in need, especially along musical lines.

Dubuque Chapter

Mrs. W. O. Wright, Historian

ONE hundred and fifty members of the Milwaukee family enjoyed the annual Christmas Party of Dubuque Chapter, held in their club rooms in the Temple Hall, Thursday evening, Dec. 17th. At 6:30 P. M. a pot-luck supper was served.

The hall was beautifully decorated by Mrs. Geo. Reisch and her committee. The main attraction was a large and beautiful Christmas tree.

Miss Lucille Millar, Chairman of the Program Committee entertained us with a delightful sketch entitled "In a Milwaukee R. R. Station."

Christmas recitations were given by Paul Unmacht, Edward Buckman, Arlene Roscamp, and little Martin Koch told us the Christmas Story. After this, Santa came down the huge chimney on the stage, bringing a large sack of fruit and candies for the children.

Under the supervision of Mrs. W. F. Keefe, President, 50 large and generously filled cartons were distributed to families in need, and 10 baskets of fruit and dainties sent to the sick.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

MUCH Christmas cheer was extended by the Wausau chapter to the sick and unfortunate, under the able direction of the welfare chairman, Mrs. W. J. McCarthy. Over forty dollars was spent for good and nutritious food and, in addition, there were donations of \$8.90, a bushel of apples, also fruit and jellies. Fourteen baskets were sent.

The January meeting of the chapter was held at the club house Tuesday afternoon, January 12. The secretary reported a total membership of 155, and the treasurer reported a balance of \$162.39 on hand. The welfare committee reported that three families were helped, fourteen personal calls made, as well as telephone calls made and letters written during the month. It was voted to give a public card party on a date to be decided later. Mrs. Warren Essells, president, appointed the following nominating committee: Mesdames Emelie Randow, Charles Conklin, Jr., Frank Duvie, Ed Gongaware and H. L. Vachreau.

The remainder of the afternoon was spent at cards. Mrs. Ed Gongaware and Mrs. James O'Brien won favors at bridge, and Mrs. S. J. Loomis and Mrs. D. O. Daniels at five hundred. The hostesses were Mesdames William Bernard, Charles Conklin, Sr., Warren Essells, Pat Brown and John Brown.

The meeting was preceded by a board meeting, at which welfare work was discussed.

Aberdeen Chapter

Mrs. Gus Reuland, Historian

OUR CHRISTMAS MEETING

AT OUR most recent meeting,

A We gave a tiny play

A sort of Christmas greeting

To wish all a merry day.

As a demure little clerk opened the door,
There passed before us toys galore.
Our baby doll was first presented,
Beautifully dressed, and dainty as could be
While our musician at the piano was seated,
This comedy skit to accompany.

Next came a wee general, in uniform so fine,
With a troop of "wooden soldiers" marching
rigidly in line.

Then, as if out of an era long gone by,
Two Colonial figures began to bow and courtesy,
Till our "colored" friend, all made up, you know,
Stepped off a lively dance, and was high spot
of the show.

Humpty-dumpty sat on a wall,
Surely the jolliest of them all.

Next was shown a doll of the flapper kind,
Slender and tall, with a song on her mind,
Mary had a little lamb,
A really live one, too,
For when you cannot find a lamb,
A curly pup will do.

Mary, Mary, not at all contrary, grew lovely
things in a garden.

If some of these jingles do not rhyme, we humbly
beg your pardon.

Little Miss Muffett came next, and after a pause,
Who should appear but happy Santa Claus.

Our director was the reader who presented all
these toys,

In gaily colored wrappings, to gladden girls
and boys.

The above was written by Bernice Boland of the playlet "Christmas Gifts," presented by permission of the "Country Gentleman," by a group of club members at the regular meeting December 21. Joyce Wynn rendered the music, while Mrs. Hagen was the "demure little clerk." The "wee general" was portrayed by Robert Avery, and his "wooden soldiers" were Robert Adams, Robert Anderson, Richard Wynn, Charles Boland, Jr., Billy Hoppe and Guy Allen Chamberlain. Mrs. Jackson played the "baby doll." Mrs. Burdick and Mrs. Boland characterized "Colonial figures." The "colored dancing doll" was played by Mrs. Ray Larson. "Humpty Dumpty" was acted by Mrs. Adams. The "flapper doll" by Mrs. Feddern, while our president, Mrs. Bert Smith, with her curly pup, played "Mary and her little lamb." "Mary, Mary, with her cockle bells" was depicted by Mrs. Phelps. The "big black spider" frightened Miss Sandahl, playing "Miss Muffett." "Santa Claus" was portrayed by Mrs. Ray Sizer. To Mrs. Wynn, as director and reader, congratulations on the very successful playlet are offered. After the playlet a short business meeting was held. All chairmen made their reports and bills were read and approved. The meeting was adjourned early to permit the ladies to fill over two thousand stockings with candy. The night of December 22nd was a big one for the Milwaukee kiddies. The beautiful decorated tree was the center of attraction until exactly 7 P. M. when Santa Claus came on a brilliantly lighted train. About 2500 kiddies and "quite grown up children" gave Santa a rousing welcome. Miss Reva Russell led the children in carols for several minutes and then Santa and his assistants, Mr. and Mrs. Gillick and committee ladies, headed by Mrs. Soike, passed out gifts to the children. We conclude our notes this month with a poem by member Mrs. Bernice Boland dedicated to club members everywhere.

DEDICATION

Whatever may be given me to create,
Whether story, prose or rhyme,
To the good Father above, my all I dedicate,
In gratitude for His love sublime.

For all things past and present,
For the entire New Year to come,
The unhappy hours, and the pleasant,
That altogether make a home.

To the friends who are loyal and true,
The loved ones and family dear,
May we work together the whole year through,
Sharing alike the joy and the tear.

So then, dear club members, far and near,
In closing, let us briefly say,
That we wish one another a prosperous New Year
With divine guidance each step of the way.

Green Bay Chapter

Mrs. Chas. Heyrman

GREEN BAY Chapter sponsored a card party Friday evening, December 18th. Mrs. Glenn Jones and her committee are largely responsible for its success. A nice sum was realized.

The Pound Party held on our social afternoon was a huge success and helped so much in making up the nineteen Christmas baskets which were sent to the needy.

Our first business meeting of 1932 was held Thursday evening, January 7th. A nice attendance gathered. A very fine report was given on the Christmas party held in the passenger depot December 21st. Our depot was packed with little folks and their parents. Santa Claus arrived on his special train trimmed with red lights at 7:30 p. m., and was entertained with songs and stories by the children. Each child was given a Christmas box. Much of the success of the party is due to Mrs. Chas. Allen, chairman, and Mrs. E. A. Meyer and Mrs. Glenn Jones for their part in the program.

A great deal of welfare and sunshine work has been done this past month. All the needy, sick and shut-ins were taken care of in some way. Gifts, cards and messages of good cheer, ten personal calls and thirty-nine telephone calls were reported by Mrs. C. Cheany.

A nominating committee has been appointed for the election of officers which will be held at our next regular meeting.

Another card party is being planned to be held Saturday evening, January 23rd in the club rooms.

Sioux City Chapter

Lillian Rose, Historian

FIVE hundred children were guests of the Sioux City Chapter at the annual Christmas party Sunday afternoon, December 20, in the waiting room of the Milwaukee passenger station. To Mrs. R. L. Robson and Mrs. F. L. Paul goes much credit for the following interesting program which they arranged:

Just Christmas—Reading, June Sites.

Cradle Song—Billy Eckert.

Two Little Kittens—Reading, Lois Sites.

Tap Dance—Charlotte Miller.

(1) Snooping Around, (2) Tonsils—Catherine Eckert.

Followed several numbers by the Carroll School of Expression and Dancing, and a tumbling act.

The children then assembled around a brilliantly illumined Christmas tree and Santa Claus distributed candy, fruit and nuts to them. And the party was not lacking in "grown-ups" who could not resist the pleasure of seeing children made happy.

Twenty-five baskets of food, containing sufficient for the average family for two weeks, were delivered the day before Christmas. All the small children that we could find, who otherwise would have been out of touch with the Patron Saint of the Greatest of all Birthdays, were remembered with toys. To the older ones were given clothes, shoes and underwear in order that they may keep on with their scholastic work. There are quite a number of children here in Sioux City, Va., who, like you, still believe in and love Santa Claus.

We are indebted to Mrs. F. T. Buechler of the Relief committee for the following incident. With our president, Mrs. E. A. Murphey, they were delivering some of the aforementioned benevolences, and as they were leaving one of the homes, where there were several real small children, one of the kiddies suddenly ran up to the ladies and holding up her little hands exclaimed, "Is one of you Mrs. Santa Claus?" Even though at times the sledding seems rough, efforts of mercy are more than worth while.

The November board meeting was held in the home of Mrs. Frank Mansfield, with Mrs. E. Cussens and Mrs. Martin Dahl assisting. Mrs. F. L. Paul and Mrs. Ben Rose were the December hostesses. At both meetings, the ladies spent the afternoon sewing on work of the Chapter.

OUR LITTLE FOLK



The Moon Man

Little Tommy lay in bed watching the moonbeams tripping lightly over his bed. He couldn't go to sleep and soon began to wish he could walk right out on a moonbeam right up to the moon. He was sure the old man in the moon would have a great many funny stories to tell him about the people on earth. "I'd like to sit up there and watch all the people in the world," thought little Tommy. As he watched he saw a moonbeam get wider and stronger and pretty soon a little creature all dressed in white and blue danced down the moonbeam right into his window and onto his bed.

"Why do you stay here all the time?" said he.

"I live here," said Tommy.

"That's nothing. I live on the moon, but when I get tired of the old man up there I roll out a moonbeam and slide down to earth."

"But I can't do that."

"Why not? Come with me. I'll take you around with me."

Tommy was thrilled at the thought but fearful lest the moonbeam wouldn't hold him. "It's stronger than you think," said the little moon boy, reading his thoughts.

Tommy hesitated no longer. He jumped from his bed and walked out on the moonbeam. It was like walking on a silver sidewalk, and when they grew tired of walking, they slid along. "Where do you want to go now?"

"First of all, I want to see the man in the moon."

Before the moon boy could answer they had arrived at the moon. "Hello, there, little earth boy. And how are you this evening?"

"Oh, Mister Moon Man, I'm fine and I'm having such a good time. I wish I had Julie here. She'll be angry 'cause I didn't bring her."

"And who is Julie?"

"She's my sister. We think you're wonderful. We always call you the Old Man in the Moon, but I don't know why 'cause you aren't an old man at all. Why does everyone think you're old?"

"I am old, my child. Long years ago when the earth was young, God decided that the people down there should have light by night. So he made the moon. Then he found that the moon couldn't get around by itself so he put me here to steer it around. So now I go all over giving light to different parts of the earth. When I'm on your side the children in China and Japan and India don't see me and when I'm with them you don't see me. My little moon children know all kinds of people. Sometimes when they don't watch out for the clouds, they get caught down on the

Dear Little Folk:

Here is our first letter for 1932 and it is from our good little friend Frances Forrester, Spokane, Wash. Thank you, Frances.

"Spokane, Wash.

"Dear Aunt Betty:

"I sat right down to write you a letter because I wanted to be first.

"I made some resolutions. The ones I made are: To be good in school, to mind my mother, to be nice to my friends and to be on time with my lessons at school.

"Will you please put your address in the next Magazine, I forget it when I write.

"It is very interesting to read the stories in The Magazine, I read them' all.

"I have to eat dinner so I will close.

"Your little friend,

"FRANCES FORRESTER."

Now, dears, let's have some more letters and some more pictures.

AUNT BETTY,

113 Third St., Libertyville, Ill.



Our Flag

Our flag has stripes of red and white, with a star for every state. It floats so proudly and so bright, As it passes down the street.

And as we see it going by

We stand and salute it, too,

And hold our heads up ever so high.

We're proud of the red, white and and blue.

earth and have to stay there several seconds because the beams are cut off from the moon. The clouds like to play tricks on them and cover me up when the children are out so they can't see their way home. I once lost a child. He had never been to earth before and he didn't know what to do when the clouds covered me up. He became so excited he tried to turn around and run back to me and fell off the moonbeam. But that never happened again, because I told my little ones to stand still until I had chased the clouds away."

Little Tommy, drinking in every word that the moon man told him, said, "I'd like to be a moon child."

"I sent the little moon boy down to get you tonight because I heard you wishing for the chance to see me. It is better for you to be on earth and come to visit me sometimes."

"Oh, Mister Moon Man, may I bring Julie with me?"

"Yes, indeed. Bring her tomorrow night. But always be careful to come

when the beams are strong. After they are three or four nights old they begin to get weak and you earth children might break one of the silver threads. You had better leave now or your mother will be looking for you."

Little Tommy reluctantly agreed to leave. They told him to sit down on the moonbeam. No sooner had he done this than — SWISH! He was sliding down to earth and into his bed, thinking of the next night when he would take Julie to see the Moon Man.

Start One Now!

HOW many of you have birthdays in February? I know that many of you do and besides all of you, there have been millions of others since time began. Of the many February men probably you know the most about two who had a big part in making our great country. One was George Washington, who was born two hundred years ago. He was our first president and "The Father of Our Country." The other was Abraham Lincoln, who was born one hundred years ago and was our president at the time when our southern states fought with the northern states over negro slavery. Each of these men was once a small boy like any of you and each one played the same games and read stories just as all of you do. Only nowadays you have many more things to play with and many more things you can make and I'm going to tell you about one of those things now.

Perhaps some of you already have stamp collections. But if you don't why not start one now? This year all of the United States stamps are in memory of George Washington. Start with them. Get a scrap book and set aside a few pages for stamps of each country. For our country have the new George Washington stamps, the new Mount Vernon Stamps. Decorate your page with a picture of our flag and any other pictures of our country. Then on the pages for the other countries, paste pictures of their flags, of the places of interest in their countries and with their different kinds of stamps. Keep the pages neat and attractive and you will have a book that you will want to keep all through your lives. Start your stamp collection of all countries now and let me know how you are getting along.

ANSWER TO PUZZLE

The answer to the January Proverb-Code Puzzle is, "A stitch in time saves nine." Did you work it?

Ouch!

Cecil: "This blueberry pie tastes kinda funny."

Mattie: "Sorry, honey, maybe I put too much bluing in it."

Favorite Recipes

Cream Puffs. Heat one cup boiling water and one-half cup butter or vegetable oil to boiling point, then pour into it all at once, one cup flour and one-half teaspoon salt, sifted together. Remove from fire and blend thoroughly. Return to very low flame and stir constantly until the mixture is smooth and will not stick to the sides of the pan. Remove from fire and add four eggs, not separated, one at a time, beating constantly. Drop by tablespoonfuls on to a greased cookie sheet, smoothing the top and sides with a spatula. Place in a hot oven for twenty minutes, then reduce heat to medium and bake twenty-five minutes more.

To fill, cut a slit in the side and fill with whipped cream or custard filling.

Custard Filling. Scald one pint milk in double boiler, add three-fourths cup sugar and four tablespoons cornstarch, rubbed smooth in a little cold milk. Cook 15 minutes, stirring constantly. Add one beaten egg, or two egg yolks and continue cooking until thickened. Remove from fire and add one tablespoon butter, one-fourth teaspoon salt and one teaspoon vanilla. When cold, fold in one-half cup of heavy cream whipped. Fill the puffs, sprinkle with confectioners sugar and serve very cold.

Cheese Cakes. Scald one cup sweet milk and one cup sour milk and strain through cheese cloth. To the curd, add one cup sugar, the yolks of four eggs slightly beaten, the juice and grated rind of one lemon and one-fourth teaspoon salt. Line patty pans with pastry, fill with the mixture and sprinkle with chopped almonds.

Bake until firm to the touch.

Cream Horns. Roll puff paste in a long rectangular piece one-eighth inch thick. Cut in strips three-fourths inch wide. Then roll the strips over wooden forms bought for the purpose, having the edges overlap. Bake in hot oven until well puffed and slightly browned. Brush over with white of egg, slightly beaten and diluted with one teaspoon water; then sprinkle with sugar. Return to oven and finish cooking. Remove from forms and when cold, fill with custard filling or whipped cream sweetened and flavored.

Mock Angel Cake. Mix and sift four times, one cup sugar, one and one-half cups flour, three teaspoons baking powder and one-third teaspoon salt. Pour on gradually, two-thirds cup of scalded milk. Fold in the whites of two eggs beaten stiff and add one teaspoon vanilla. Turn into an unbuttered angel-cake pan and bake in a moderate oven forty-five minutes. Better the second day.

Nuremberghs. Beat the whites of two eggs stiff and gradually add one-half cup powdered sugar, beating all the while. Then add the well beaten yolks, three-fourths cup flour sifted with one-third teaspoon salt. Add one-third teaspoon cinnamon, one tablespoon orange peel, cut fine grated rind of ½ lemon and drop by spoonfuls on a sheet dredged with corn starch and powdered sugar. Bake in moderate oven.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, WINTER 1931-32.

Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

7396. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, and 42 inches bust measure. Size 38 requires 3½ yards of 35 inch material together with ⅞ yard of contrasting material for insert, puffs and belt. If made with puff and long sleeves 4¾ yards. With long sleeves and without puffs 4½ yards. Price 12c.

7406. Ladies' Smock. Designed in sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. Size medium requires 4½ yards of 35 inch material. Price 12c.

7405. Misses' Dress. Designed in sizes: 16, 18 and 20 years. Size 18 requires 4¾ yards of 35 inch material if made with long sleeves. With short sleeves, as in the small view 4 yards. For contrasting material ¾ yard is required. Price 12c.

7400. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 4¾ yards of 35 inch material, with ½ yard of contrasting. Price 12c.

7420. Girls' Undergarments. Designed in sizes: 2, 4, 6, 8 and 10 years. Size 6 requires 2¾ yards for both Slip and Chemise-Drawers, in 35 inch material. To trim both garments as illustrated requires 4½ yards of narrow lace and 4½ yards of bias binding 1½ inches wide. Price 12c.

6424. Girls' Dress. Cut in 3 sizes: 1, 2 and 3 years. A 3 year size requires 2 yards of material 36 inches wide or wider. To face collar trimming and sleeve bands with contrasting material will require ⅓ of a yard. Price 12c.

7036. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. Size 12 requires 2¾ yards of material 35 inches wide if made with long sleeves. With short sleeves it requires 2½ yards. For contrasting material ¾ yard 35 inches wide cut crosswise is required. Price 12c.

7417. Girls' Coat. Designed in sizes: 8, 10, 12, 14 and 16 years. Size 12 requires 2¾ yards

of 54 inch material. For lining it requires 2¾ yards 35 inches wide. Price 12c.

7418. Girls' Dress. Designed in sizes: 4, 6, 8 and 10 years. Size 8 requires 2¾ yards of 35 inch material if made with long sleeves. To make with short sleeve extensions, it requires 1¾ yard. Belt of contrasting material requires ½ yard. Price 12c.

Tomah Chapter

Mrs. George H. Bennett, Historian
THE regular meeting of Tomah Chapter was held January 6th. The meeting was called to order by the President, Mrs. Shaw and was opened by repeating the club motto. The minutes of the last meeting were read and the reports of the various chairmen were given.

Twenty-six Christmas baskets were reported having been sent to the unemployed. Fifty calls were reported. An interesting report of the "Get-Together Luncheon" was read by the president.

The meeting was then turned over to the entertainment committee.

We are very sorry to report the death of Herman Duvie, a veteran fireman of the Milwaukee Road. He has been in poor health for the past three years. He passed away at his home Jan. 2nd. The club extends sympathy to the bereaved family.



The Iron Hills of Lake Superior

(Continued from Page 4)

acter and quantity of the ore deposits were made known.

It is said that the Menominee Indians knew very well what their hills contained, but a tradition exists to the effect that if any member of their tribe should disclose to a white man the existence of ore in their home hills, it would be followed by his sure and speedy death,—and one writer of the Menominee Range, who records this legend, says: "It is not improbable that this superstition may have, to a degree, influenced the belated discovery and subsequent mining operations on this range; for by bringing specimens, which they could have so readily obtained, to the trading posts, would have incited earlier investigation. Be that as it may, surely it is incomprehensible why, for so many years, the existence of ore deposits in such vast quantity and great wealth, should have remained unknown." The Indians of the North Country generally seem to have entertained some sort of superstition or reluctance toward allowing the knowledge of their iron-ribbed hills to become property of the white men. Possibly they fore-visited their dispossession of their ancient solitary reign.

The Menominee ore region has a wide extent of area and includes the great producing mines in the Iron Mountain, Iron River, Crystal Falls and Norway districts, which send out annually an immense tonnage of hematite ore-bearing rock, some of which finds its way to the waterside on Lake Superior and some to Lake Michigan ports.

It is recorded that the first exploring party to enter the territory embracing the lower Menominee Range began active exploration in the summer of 1872. Operations had been suspended the previous year by reason of the devastating forest fires in the North Country. It will be remembered that was the year of the great "Peshtigo Fires" in Michigan and the memorable Chicago Fire.

In the spring of 1874, fifty-five tons of Menominee Range iron were hauled to Menominee, Mich., on sleds and wagons and smelted in the furnace at that point with a mixture of Jackson hard ore, and Winthrop. The last furnace charge, however, was entirely of Menominee Range ore and its tractibility was at once established. This was practically the first test of ore from the Menominee, and on its result hung the immediate rapid and successful explorations and further mining operations on the Range.

The largest mine at

Iron Mountain, the bonanza king of the Range, was discovered in 1879, and made its first shipment of 74,000 tons in 1880. Since that date it has been a heavy producer, with no threat of exhaustion of its wonderful deposits.

This mine, by far the largest on the Range, has been a great property for many years. It is said that the original owner of the land, on which the mine was discovered, had purchased it for the timber, and when this had been cut, he tried very hard to dispose of his cut-over property, but as the land was considered practically valueless, he could not find a purchaser. Fortunately for him, that this was true, for he lived to realize tremendous royalties from the great mine, and died a very rich man.

The other districts on the Menominee Range have also been richly productive and it is estimated that the producing capacities have only as yet been lightly drawn upon and that the great iron-bound hills of The Menominee will continue pouring forth their wealth of metal for generations to come.

The Dodge County, Wisconsin, Ore Deposits

Farther south in Dodge and Washington Counties, Wisconsin, in a densely grown hard-wood district there rises a great iron ridge where, as early as 1855, mining operations were going on; and which were continued until comparatively recent years, when the workings were practically abandoned in favor of the red hematite ores farther north.

These early mines produced a hard ore and with the nearness of an abundance of hardwood for charcoal, its reduction was accomplished right at hand.

Railroad building was beginning in the southern and central portions of the state and the iron from Dodge County went, quite generally to the local markets. Some of the first rails of The

Milwaukee Road were rolled from Dodge County ores and the following letter written by the then Manager of the LaCrosse & Milwaukee Railroad,—one of the beginnings of The Milwaukee Road of today—testifies to the excellence of the Wisconsin product.

Office of LaCrosse & Milwaukee Railroad

Milwaukee, June 3rd, 1860.

"This is to certify that in the early part of the year 1858, there were laid in the track of the railroad at Milwaukee, two bars of railroad iron from the Northwestern Iron Company's 'pig' made from the Iron Ridge mines in Dodge County, state of Wisconsin; and that they are now in the track almost as perfect as when they were laid three years ago. These bars were laid at the east switch going out of the depot (one of them being a switch bar) on the main track where they receive the wear of all the trains passing over the road; and in addition thereto, of all the switching service at this station, passing to and fro in making up all the trains at this end of the road; and consequently where they are subjected to a more severe service than could be at any other point on the road.

They have borne this service better than the English bars in the track each way from them, many of which, laid at the same time, having been split and so much battered as to require removal; while those made from the Iron Ridge iron have no split whatever and show but very little battering at the ends, and but slight evidence of their wear in their whole length.

From this test I am satisfied that for railroad rails this iron is far superior to any English iron that has ever been placed on this road; and I should not hesitate to recommend its use to all railroad companies, as a firm, strong iron of the first class; not liable to split and more durable and consequently more economical at the same price than any foreign made iron that I have ever seen tested." (Signed),

Edwin H. Goodrich,
Manager.

In respect to the deposits of Dodge County, this, from The Milwaukee Daily News of May 22nd, 1855:

"We allude to report of the State Geologist, of a large and valuable deposit of iron at Iron Ridge. We are fully convinced that there is, slumbering at our threshold, one of the most important elements of wealth which exists within the boundaries of the state.

In our heaviest timbered portions of the state there is a supply of wood for charcoal, and when that is ex-



Site of Old Charcoal Blast Furnace in Lake Superior Region

hausted some substitute will be found for smelting.

We look upon this as one of the most valuable treasures of our state, greatly superior in its effect upon our domestic industry and wealth to the richest gold mines or the most extensive veins of lead and copper.

Such works not only furnish employment for a large number of persons, but the production of their labor is an article of primary necessity and the demand for it is unlimited as the supply of the raw material is inexhaustible. These mines are located on the LaCrosse & Milwaukee Railroad only forty-five miles from this city."

While the mines of Dodge County have ceased activity during the past several years, there is still iron in the ridge.

The Mesabi Deposits

In the late nineties of the last century, a new iron producing field in the north country came by leaps and bounds into the industrial horizon, coming out of the Mesabi Range in Minnesota. Up there, iron almost literally paves the highways. It lies close to the surface and is mined generally by the stripping process. It came into the limelight at a time when mining machinery and equipment was reaching its zenith of efficiency, hence the Mesabi ore is mined by means of steam shovels, elec-

tric shovels, and mammoth scraper plows, is loaded by means of the most modern appliances onto latest type ore cars and hauled by great mogul engines to big concrete docks and thence into the giant maws of huge ore carrying boats for shipment to the most modern and capacious treatment plants of which the world has any knowledge. Thus the lustiest offspring of them all appears on the high tide of the machine



Electric Shovel Working in the Strip Mines of the Mesabi

age and rides its top waves where there are no traditions of trackless forests, the great lonely wastes of waters, of men with picks and shovels and ten ton orders to fill for a season's output.

It is a far cry in method, from those early days on the shores of Lake Superior to the present, but less than a hundred years as time goes by.

Pictures and data of this story are by courtesy of Mr. H. R. Harris, General Manager I. & L. S. Ry.

A State Is Made

(Continued from Page 9)



The Yakima River Near Effensburg, Wash.

justment of their difficulties. The contingent was ferried across the Snake River by a friendly Nez Perce Indian who accompanied them northward. When on the hills that overlook the present town of Rosalia, they were set upon by a band of Yakima Indians, reinforced no doubt by other tribes, numbering a thousand or more. General Steptoe asked to confer with their leader and explain his mission to him, but before the conference was finished the Indians began firing on the little band of white men. The battle continued all day, the troops retreating under steady fire from the Indians who circled about them as they fought. At night they reached Steptoe Butte, so called since that time. The Indians ceased firing, preferring to await the morning to finish their work. Under the cover of darkness the friendly Nez Perce led the white men silently through a gully, away from their enemy. In the morning they reached Snake River, and safety, though their loss had been heavy.

Indian disturbances of a more or less serious nature continued to occur at intervals both east and west of the Cascades during two decades. The last of these and one which reflects little credit upon the whites, took place in 1877.

During the fifties the Nez Perce Nation was placed on a reservation in the Grande Ronde Valley in Oregon. This valley had been the home of these tribes for generations, and the Indians were satisfied to remain on a reservation there. The Nez Percés are Indians of exceptionally high type, physically, and from a point of industry and intelligence. Their land was fertile and they became prosperous and happy. Then gold was found on the reservation and scheming whites began harassing the Indians and to covet their fertile lands and rich gold fields. Petitions were sent to officials at Washington asking that the Indians be moved to some other part of the country and the Grande Ronde reservation opened up to white settlement. Finally, over the protests of the Indians, the petitions were granted.

The Indians felt keenly the injustice of their homes being thus taken from them and made armed resistance to this summary removal. Although Chief Joseph, Leader of the Nation, showed great generalship and skill as a leader, the Indians were overpowered by a force greater than their own and finally compelled to submit to the ultimatum of the Government.

The Territory of Washington

The territory of Washington was officially created in 1853, the bill being signed by President Millard Fillmore

two days before his term as president expired. But one amendment was made in the bill as first presented, that of changing the name of Columbia, the name selected for the new territory by the makers of the bill, to Washington.

The new territory, though confined within the present northern and southern boundaries of the State of Washington, embraced all that region lying between the Pacific Ocean and included all of Northern Idaho and Western Montana.

For many years prior to 1853 this region was held under an agreement of joint occupation by Great Britain and the United States, during which time negotiations for a settlement of the boundary line between the two countries were carried on. As the territory was very desirable from many angles, each nation was loath to release its claim and the difficult situation continued over a long drawn period. The final settlement of the boundary line question was almost immediately followed by the creation of the region into the territory of Washington.

Isaac I. Stevens, for whom the county of Stevens is named, was appointed first territorial governor. There are few men whose life presents a more interesting and instructive story than does that of Gov. Stevens. From the time of his graduation from West Point in 1839 to his death upon the battlefield during the Civil War, we find him engaged now in the Black Hawk War or fighting Indians on the Coast, administering his office as governor in a most active and aggressive manner, constantly in the thick of some difficult public undertaking.



Coast in the state and Oregon, aiding in the adjustment of our Indian difficulties. Gen. Grant said later that when he left the Pacific Coast he hoped some day to return

One might continue endlessly with angles of the state's history that furnish a wealth of interest, if time permitted. Time will only be taken, however, to mention a few of the men whose names later appear in high lights in the country's annals, who in their earlier years took part in the making of Washington's history.



In the San Juan Islands

George B. McClellan, later a general of the Civil War, attempted, and it must be admitted, failed in an attempt to survey a road from Yakima Valley through Naches Pass to Puget Sound. Gen. Phillip Sheridan, as a young lieutenant, took part in some of the Indian disturbances of this state in 1855. Pickett, of the famous Gettysburg Charge, was conspicuous during the San Juan dispute, when, after the boundary line elsewhere was agreed upon, Great Britain claimed this island of San Juan. And our beloved Gen. Grant, as a young officer, spent considerable time on the Pacific

and make his home there. But his destiny took charge and carried him elsewhere. The evolution of many of our counties from their beginnings to their present status is interesting. This is particularly true of Stevens and Spokane Counties, as well as others.

The story of Stevens County reads like a romance from the start; the early trappers, the roving bands of Indians, early missionaries, and their attempts to assist the Indians and the families of the trappers to a more civilized mode of living. Of these early priests, Father Ravalli is outstanding, and the grinding stones, brought from the distant East, the mill he built, the little Chapel where he had himself to paint all the necessary pictures of saints, are still remembered.

S · P · O · R · T · S

National Railway Bowling Tournament to Be Held in Chicago

AT THE annual business meeting of the American Railway Bowling Association, held in Chicago November 9th, plans were formulated for the 1932 Tournament, which will be held at the Bensinger-Congress Alleys, in Chicago, starting March 19th.

This will be the 11th annual tournament of the Association and those present at the meeting, were very optimistic and were of the opinion that, in spite of the business depression, the 1932 tournament would equal those of the past.

Entry fee, as usual, will be \$2.00 per man each event in Class A and \$1.00 in Class B, with an additional charge of 25 cents bowling fee for each game. The prize list will be very liberal and, as the Railroad Fraternity does not boast of a great many "Sharks," the opportunity for the "Hams" will be good.

Captains of all C. M. St. P. & P. teams are requested to inform their members, as our system has always been well represented and we want to have a big delegation this year.

The tournament will be conducted over the week ends, thus enabling out of town bowlers to attend without loss of time from duty. Five-men events will be rolled Saturday nights, doubles and singles the following Sunday. Entry blanks will be distributed early in February and the Secretary, E. W. Hampton, 509 Sunset Ave., La Grange, Ill., will be glad to give additional information, or E. G. Martwick, 3638 Cortland St., Engr. Chicago Terminals.

Milwaukee Bowling League

	FINAL STANDING		FIRST HALF ENDING	Aver.
	Won	Lost		
Electricians	38	22	38992	860
Roundhouse	31	29	38115	847
Supervisors	30	30	37801	840
Coach Yard	29	31	37171	826
Acctg. Dept.	27	33	37379	831
Store Dept.	25	35	36620	814

INDIVIDUAL AVERAGES

	Games	Total Pins	Average
L. Rickett	45	8217	183
Collins	39	7107	182
Meshnek	45	7893	175
Johnson	26	4500	173
Bement	45	7766	173
Kinzner	45	7609	169
Penowich	42	7045	168
Askew	6	996	166
Girard	45	7462	166
Clise	42	6962	166
Erickson	9	1480	164
E. Schuetze	45	7393	164
Clayton	39	6345	163
Kroha	3	488	163
Nofke	3	485	162
Killips	6	963	161
Candler	45	7164	159
James	36	5707	159
Vatersneck	39	6159	158
Albertson	42	6507	155
Razckowski	45	6873	153
Pyette	42	6377	152
Dorsey	45	6800	151
Alberts	45	6772	150
E. Brady	36	5280	147
Melby	3	440	147
Lundemo	24	3488	145
Smith	45	6533	145
Peterson	45	6527	145
R. W. Anderson	3	435	145
J. Brady	3	431	144
L. J. Pentecost	36	5142	143
Reynolds	12	1689	141
Kirkland	12	1663	139
A. Pentecost	45	6228	138
A. Rickett	42	5721	136
Stumme	12	1616	135
Munro	45	5985	133
Turner	45	5922	132
Hutson	12	1561	130
Felzer	21	2722	130
O. Schuetze	45	5501	122
Trout	15	1794	120
Hatch	4	364	91

High game—Johnson, 261; High 3 Games—L. Rickett, 650; High 5-Man Game—Electricians, 991; High 5-Man 3 Games—Electricians, 2855.
C. A. CANDLER, Sec'y.

Fullerton Avenue Building Sport News

	Won	Lost	Average
1. Chicago	31	23	791
2. Omaha	30	24	811
3. Kansas City	30	24	800
4. Milwaukee	30	24	795
5. Twin Cities	21	33	765
6. Seattle	20	34	777

Player	Average	Player	Average
Gavin	179	Lindmark	156
Allaire	137	Becker	167
Ganzer	145	Stevens	150
Larson	168	Miller	144
Duffy	162	Gerke	160
Weyforth	153	Haidys	170
Peterson	173	Ewalt	155
Neuzil	149	Kennitz	165
Crickard	156	Greenwald	161
Woelffer	164	Christ	160
Patock	154	Reinert	163
Malczynski	178	Riplinger	150
Jacobson	108	Pufundt	158
Orlowski	159	Wayrowski	167
Tarkowski	166	Ludwig	162
High Team Series—1st, Twin Cities	2622		
High Team Series—2nd, Omaha	2611		
High Team Game—1st, Kansas City	930		
High Team Game—2nd, Twin Cities	928		
High Individual Series—1st, Malczynski	613		
High Individual Series—2nd, Larson	606		
High Individual Game—1st, Ludwig	250		

What happened to that Twin Cities Team? Looks like some clever strategy by Captain Patock. We wonder if Jake's score was a put-up job.

Larson shot a nice series of 606. Good work, Al.

We are glad to welcome Lindmark and Jacobson back into the league after a few weeks' absence, and regret losing Steller and Oakley, who left our service.

The race for first place grows stronger each week. Soon they will all be on top, we hope.

Our banquet "kitty" is faring very nicely this year and the boys are contributing quite generously towards our turkey dinner.

By the way, banquet night will soon be here. Suggestions are in order. Make them to President Christ or Secretary Ludwig.

Some of these days Ganzer is going to surprise all of us and get more than 450. How about it, Bill?

Reinert finally found the spot and turned in a 500 series. How does it seem to bowl naturally, Ben?

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville
 Vila M. Graves.....Engineering Department, Chicago
 A. M. Dreyer.....Fullerton Avenue, Chicago
 John T. Raymond.....Dispatcher, Marion, Iowa
 Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
 Maude French.....Care of Superintendent, Des Moines, Iowa
 E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
 Lucille Millar.....Care of Storekeeper, Dubuque, Iowa
 M. G. Braheny.....Care of Superintendent, Mason City, Iowa
 C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
 Sybil M. Clifford.....Care of Asst. Supt., Kansas City
 C. M. Browning.....Care of Superintendent, Green Bay, Wis.
 Eileen Story.....Care of Superintendent, La Crosse, Wis.
 L. J. Lightfield.....Ticket Office, Beloit, Wis.
 Julia Barrows.....Care of Car Department, Milwaukee Shops
 Cora R. Ouimette.....Drafting Room, Milwaukee Shops
 Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
 E. Stevens.....Care of Superintendent, Savanna, Ill.

Claire E. Shappee.....Care of Western Traffic Manager, Seattle, Wash.
 Gertrude Alden.....Care of Superintendent, Spokane, Wash.
 Leda Mars.....Care of Local Agent, Minneapolis, Minn.
 N. A. Hiddleson.....Care of Mechanical Dept., Minneapolis, Minn.
 V. J. Williams.....Care of Superintendent, Austin, Minn.
 Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
 B. M. Smith.....Care of Superintendent, Aberdeen, S. D.
 M. F. Kasak.....Care of Superintendent, Sioux City, Iowa
 Harriet Shultze.....Care of Refrigerator Dept., Fullerton Ave., Chicago
 Dora M. Anderson.....Care of Local Agent, Mobridge, S. D.
 Helen Kirwan.....Care of Superintendent, Miles City, Montana
 Nora B. Decco.....Telegrapher, Three Forks, Mont.
 A. M. Maxeiner.....Agent, Lewiston, Mont.
 L. W. Pratt.....Care of Superintendent, Butte, Mont.
 F. E. Kirkland.....Care of Superintendent, Tacoma, Wash.
 R. R. Thiele.....Care of Local Agent, Tacoma, Wash.
 H. W. Anderson.....Care of D. M. M., Tacoma, Wash.
 Anne Evans.....Care of Superintendent, Madison, Wis.

Coast Division

Kirk

SHOULD have lots of notes this month inasmuch as I had none for the previous month, but it sometimes takes a couple of months to find out enough to write about, so we'll see what we can find out.

J. S. Eccles, Chief Clerk to the Superintendent has been laid up for several weeks with his old trouble, stomach ulcers. Has had two blood transfusions, Dick Wende and O. R. Powels furnishing the necessary blood, and we hope to have him on the job again soon.

Harry Hatch, Assistant to the District Accountant, was taken suddenly sick last week, but from all reports is recovering nicely and will soon be able to be in harness again.

Regret to report the passing on January 11th of Agent K. M. Gill of Snohomish. Mr. Gill was 60 years of age and had been on the Coast Division since 1912. The sympathy of the Coast Division employes goes out to his family.

On account of his position in the office of the Asst. Chief Engineer, Seattle being abolished, Lester Ellis, formerly steno for the Division Engineer, Tacoma, has returned to Tacoma as Steno for Superintendent Devlin. Adolph Carufel, whom Mr. Ellis displaces, returns to the Idaho division as Steno to Supt. P. H. Nee.

Asst. Engr. C. H. Tusler has been transferred to the Idaho Division, his work here being taken over by Hugo Gunther, Asst. Div. Engr.

The mild weather, with plenty of rain, with which we have been blessed the past few weeks, has brought with it, a little earlier than usual, trouble with falling rocks and slides which is keeping the trolley and signal as well as the section men busy keeping the line clear for operation.

Section Foreman James Boland, formerly of Tacoma Yards, has been assigned as Section Foreman at Chehalis.

Mrs. J. N. Mitchell, wife of Dispatcher Mitchell, recently fell and broke her wrist. At last reports she is getting along nicely.

Fred Rasmussen, Roadmaster's Clerk, reports, "A new Section Foreman has arrived at the home of our Section Foreman Rollo Westby of Tacoma. This bouncing baby boy arrived on December 19th and has all the earmarks of making a first-class railroad man. Congratulations to Mr. and Mrs. Westby on the new arrival." Don't know just what earmarks the boy has, but Fred evidently can tell.

The most popular pastime just now seems to be to go visiting, especially among those who are

still holding regular jobs. A number of the Agents have laid off in order to allow the relief agents and extra operators to get in a little work which was a very commendable thing to do.

John Fraser, wife and two daughters, Section Foreman at Offut Lake, spent the holidays at Cour d'Alene visiting a brother; W. L. Hubbard, General Foreman of Substations, and wife spent several weeks around the holidays in California; Gunner Bengston, Section Laborer at Kapowsin, is visiting in Elgin, Ill.; Mrs. Geo. Douglass, wife of Operator Douglass at Black River, is spending several weeks with her daughter in California; Ben T. Lavin, Section Foreman at Maytown, is in Chicago and other eastern cities; Mrs. Harry Wilson, wife of Section Foreman at Park Junction, left the early part of December, for Oshkosh, Wis.; Mrs. A. G. Williamson, mother-in-law of Roadmaster H. G. Davis, is spending the winter in San Diego, Calif.; Robert Bride, Sr., Section Foreman at Ruth, and wife left January 1st to spend about two months in Los Angeles. Gee, wish I was a Section Foreman and could go to California.

Edward Fraser, son of Section Foreman John Fraser of Offut Lake, recently left to attend school at Riverside, Calif.

F. J. Welch, Assistant Chief Carpenter, Tacoma, since the first of the year, is among those who have fallen before old man depression, his job having been abolished. Trust business will soon pick up to the extent that we shall need him on the job again.

Regret to report the death of B. & B. Foreman Bert Jones' mother, which occurred last week, burial being at Puyallup, Jan. 11th.

Mrs. R. E. Martin, wife of Operator Martin, also passed away recently and we wish to express our sympathy.

Cal Snyder spent the holidays at Taunton, shooting ducks and jack rabbits, but has since been serving as office boy in the District Accountant's office.

Wisconsin Valley Division

Lillian

WHEN we serve we rule, when we give we have. When we surrender ourselves we are victors. We are most ourselves when we lose sight of ourselves.—*J. H. Oldman.*

Arthur Janz, who was injured in an automobile accident about nine weeks ago and has been receiving treatments since that time at St. Mary's Hospital, was able to return to his home.

Four tables of five hundred were in play at the home of Mrs. R. P. Rawson at a social meet-

ing of the ladies' auxiliary to the Order of Railway Conductors. Prizes were awarded to Mrs. Ernest Morin, Mrs. H. J. Schaupp and Mrs. Clara Rege.

Mr. and Mrs. Charles Lattimer were among the guests at a one o'clock luncheon enjoyed by members of the Martin Theiler, Sr., family of Tomahawk held Sunday at the home of Mr. and Mrs. Frank Theiler of Tomahawk.

A son was born to Mr. and Mrs. Edwin McCarthy, on December 11th, at St. Mary's hospital.

Mrs. E. K. Richmond, of Chicago, visited with her parents, Mr. and Mrs. B. F. Hoehn, and sister, Mrs. H. G. Giddings during the holidays.

Mrs. John Zander and son, Albert, are at Portland, Ore., called there by the serious illness of Mrs. Zander's father, Ferdinand Zingler of Wausau, who went there in October to visit his son, Bert.

The condition of F. L. Hudson, ticket agent, who received a fractured rib in a fall recently, is said to be improving. He is at Memorial Hospital. While sprinkling the slippery walk in front of his home with ashes in an attempt to make the walk safe for pedestrians, Mr. Hudson slipped and fell causing the injury to his rib.

The Rev. Myles Rodehaver, son of Mrs. Louise Rodehaver, delivered his first sermon in the First Universalist church, Sunday, December 20th, before a large congregation of friends and acquaintances and he made a fine impression with his well thought out discourse, pleasing, well modulated voice and nice appearance. Mr. Rodehaver was born in Wausau and graduated from the Wausau high school in 1929. He is attending St. Lawrence University, the theological seminary at Canton, N. Y. He will remain at St. Lawrence four more years to obtain his D. D. and B. A. degrees.

Mrs. Otto Zander is at St. Mary's hospital, where she is expected to undergo an operation in the near future.

Mr. and Mrs. Edward Gongaware visited at Minocqua for a few days.

A very interesting article related, by B. F. Enckhausen, engineer on the Valley Division, appeared in the Minocqua Times. We regret very much that limited space does not permit us to repeat all of the article. Mr. Enckhausen is over sixty years of age, and has seen forty-two years of service with the Milwaukee road, thirty-three of which were spent in pulling the throttle. At the age of 17 he left his parents in Germany and embarked for America to join a brother, who was a druggist at Tomah. For a

short time he worked on a farm, then as an apprentice to a dentist, gradually learning the English language and finally turned to railroading, working in the roundhouse as wiper at Tomah, then firing and later was promoted to engineer. He is still hale and hearty and doing as much work as the local run will permit. He gets the most enjoyment out of his work and is looking forward to many more years of service.

The death of John McCloskey, Conductor, which occurred December 18th, after an illness of only a few days, was a shock to all who knew him, as he had been in apparent good health and had attended to his duties up until a few days before passing away. Mr. McCloskey was born on July 11th, 1881. He has been in the employ of the railroad 29 years, working out of Wausau the past 14 years. He is survived by Mrs. McCloskey and two sons, Donald, age 16, and Robert, age 22. The division employees extend heartfelt sympathy to the bereaved family.

Herman Duvie, Fireman, passed away at his home in Tomah, Wis., on January 2nd, after an illness of two years. He was in the service 46 years. He was well acquainted in Wausau as well as all along the division and the employees extend sympathy to Mrs. Duvie.

Station WLE

Harriet

WHEN it comes to art, the subconscious fragrance of American Beauties—no, the subconscious fragrance of the best cigars goes to Harley Everson; he sure can draw bulletin pictures. (You see Harley, though it is the New Year and Kid 1932 is supposed to have knocked that Tough Depression out, we're still broke and can't afford the cigars, so we offer the subconscious fragrance as a tribute.)

Donald on the phone in a strategic position so's the Boss won't see: Hello, yes, this is Donald. Where are you, can't you hear so well—to tell you the truth, I'm half way under the desk. (Oh, for television)

When Bill Holcomb packs away his shot gun and brings home a couple of his mallard decoys for dinner, it is then the shooting season is over. But don't those wild ducks know it. It made Holk turn green to see them swimming around in the Lincoln Park lagoon.

Takes Ray to figure it out. Said he's been criticized for spending a lot of money on his last vacation trip to Alsaka, but he's giving the critics the ha-ha. He's saved Dance and Movie money, gasoline and taxi fare, or what have you, by taking Vacation Snapshot Book over to his several girl friends' homes and spending a quiet evening vacation reminiscing.

Miriam struck a high "C" in "B"ing natural one day when she exclaimed sing-songly: "Oi Yoi Yoi."

We ups and asks Holk what seemed to please him so—he had such a broad smile on his face all the morning, and he replied: "The best joke in the Minstrel Show attended the evening before." And here's the joke: Q.: Why is it married men live longer than single men? A: Well, they don't live longer, it just seems longer! Ray: Say Don, what are you going to give your sweeties for Christmas? Don: A treasure chest. Ray: Well, don't get so chesty about it.

Though it is late, we cannot help but mention that depression or no depression, the boy friends did not care when Christmas came around, they just shopped. Here we have Rose sporting a natty little platinum wrist watch and Abbie a diamond necklace and a *saalave* braclet to match. Oh, boy!

West I. & D. Division

Edna Binliff

MR. C. SMOLA, District Storekeeper, was a Mitchell visitor during January.

Mr. W. F. Ingraham, Superintendent, and Mr. F. R. Doud, Trainmaster from Sioux Falls, made a trip over the Black Hill's line in January.

They arrived in Mitchell the evening of the Railroad Pension Association dance, and we all expected to see them present. However, business before pleasure must be their motto, as they did not put in their appearance.

And speaking of that dance! Even though the speaker of the evening did not show up, we believe that everyone felt that they had their money's worth, what with the sandwiches, coffee, etc.

We all regret very much to learn of the illness of Ed. Wright, boiler foreman at the round house. Mr. Wright submitted to a serious operation January 5. We are happy to report that he is making a satisfactory recovery.

C. R. Winters, local chairman of the grievance committee, attended a meeting of grievance men in Minneapolis, early in January.

Mr. F. H. Jacoby, dairy agent of the Pennsylvania Railroad, was a Mitchell visitor in January.

We understand that Paul Hasslinger has been rather worried since the Pension dance, fearing that he will be in the same position of Ambros Potts. Paul is watching all hand car operators carefully.

Mr. H. J. Johnson, of Omaha, who is traveling freight agent for the Pennsylvania Railroad, was in Mitchell on January 6, on business.

Anxious inquirer, to Francis McMahon: "What is your name?" Answer: "F. McMahon." Question: "What capacity?" Answer: "Pint and a half."

We were all sorry to learn of the fire which demolished the house in which Mr. C. C. Searls was living. Both Mr. Searls and family were out of town at the time this fire occurred.

Mr. J. Turney, master mechanic, was a Mitchell visitor early in January.

Ole Anderson, local blacksmith, is interested in blacksmith coal, we understand. If you do not believe it, ask John Turney.

Dan McGraw of the car department was operated on at a local hospital in January. He is making a good recovery, we understand.

A Safety First Meeting was held at Mitchell, December 21, 1931, at the city hall. This was a combination meeting with the Northwestern Public Service Co. of Mitchell, and there were about one hundred and fifty present. Many excellent suggestions along the line of safety were made at this meeting.

The ice contractor at Mitchell was busy during January, putting up company ice. It was not necessary to import ice this year, as Lake Mitchell furnished ice, which was about 14 inches thick, due to the cold weather which we experienced this winter.

Roadmaster P. McMahon was ill with a bad cold during the holidays. He is well again and out over the road, watching angle bars, and such. "Doc" Lawrence was home for the holidays.

Bill Garrity was a Mitchell visitor in January. Bill is now at Mason City, in the B&B department, and says that he has plenty of work to do, now that more territory has been added to that department.

Eddie Adams was in the office the other day, rather crippled up with a blistered heel. We wondered whether Eddie had been dancing too much, or whether he had just been trying to keep up to Mr. Doud, whose stride is probably rather long.

A. R. Sandel, section foreman at Parkston, passed away suddenly January 11. Sympathy is extended to his family.

Mr. Jack O'Neil of the freight force at Mitchell has been ill for about two weeks with an acute attack of rheumatism. We are glad to report that Mr. O'Neil is back on the job.

Mr. and Mrs. Harold Lindahl are the parents of a baby boy, born a few days before Christmas.

Seattle General Office

Claire E. Shapper

IT IS rumored that at a recent check by the Supervisory Committee of the Milwaukee Thrift Club books, they were unable to check within 1931 dollars. After much discussion an

He Swore Off Smoking in no Gentle Words

Yet Anger Cooled When He Found This Tobacco

It's no joke when a pipe smoker's pipe goes back on him. After all, as many a man will tell you, there's nothing that takes the place of a pipe and good tobacco. Mr. Clarence C. Strohm well knows that, as you will see after reading his interesting letter.

Harrisburg, Pa.
March 27, 1930

Larus & Bro. Co.
Richmond, Va.

Gentlemen:

I thought you might like to know how I became converted to Edgeworth Smoking Tobacco.

One day I had an attack of heartburn and my pipe tasted terrible. I threw it on the office floor and swore off smoking in no gentle words. Then up spoke one of my co-workers and said, "Why don't you try a pipeful of my Edgeworth, and I'll lay you a bet of ten to one that you like it."

Well, for the sake of an argument I tried a pipeful and doggone, that Edgeworth tasted like honey!

Needless to say, I lost the bet, but believe me it was worth it, for I discovered the greatest pipe tobacco in the world.

Sincerely yours,
Clarence C. Strohm.

If you've never been able to find a pipe tobacco that really satisfied, try Edgeworth. But don't make a ten-to-one bet with some Edgeworth fan, because the chances are more than ten to one that you, like Mr. Strohm, will lose—although, like him, you'll probably be glad you did!

It's amazing how many enthusiastic letters have been received praising Edgeworth. There seems to be something about this cool, slow-burning smoke that makes happy smokers. Perhaps it's that special Edgeworth blend of fine old burleys with its natural savor insured by a distinctive and exclusive eleventh process.

Your name and address, send to Larus & Brother Co. at 108 S. 22d St., Richmond, Va., will bring you a free sample packet of Edgeworth. You can be sure of finding the same fine quality in the Edgeworth you buy at any tobacco store, for Edgeworth quality is always the same.



You can buy it in two forms—Edgeworth Ready-Rubbed and Edgeworth Plug Slice. All sizes from the 15-cent pocket package to the pound humidior tin. Some sizes come in vacuum tins. And, by the way, you'll enjoy listening to the Dixie Spiritual Singers as they sing in the Edgeworth Factory over the N.B.C. Blue Network every Thursday evening.



L U M B E R P I L I N G — T I E S

and

M I N E T I M B E R S

Egyptian Tie & Timber
Company

St. Louis

Chicago

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

outside accountant was called in who found nothing wrong with the books but the Supervisory Committee had erred in adding in the year 1931.

Mr. A. V. Amos, wife and son spent the holidays with relatives in Vancouver, B. C.

All the employes of the General Office extend to Mr. R. V. Cummings, their sympathy in the loss of his mother.

Mr. M. Murtha of the Transportation Department is in Providence Hospital where he is to undergo an operation in a few days. We will all be glad to see him back again soon, feeling better.

An item that will interest employes on the entire system is L. A. West's marriage on December 26th to Hilda O'Donnell of Seattle. While Law is now employed in the Traffic Department of the West Coast Lumbermen's Association, he worked for the Milwaukee for many years and is the son of the late G. F. West, former Superintendent of Transportation, Seattle. After their honeymoon, Mr. and Mrs. West will reside in Kirkland.

We have noticed of late that our little stenographer, Helen James of the Traffic Department, is counted among the many wearing glasses. I don't know what it is but they all seem to come to it, sooner or later.

Now that the football season is over, I don't know what Vic Strauss and Dick Hessian are

going to talk about. It is too bad, boys, that they don't play football in the summer time.

Just discovered in the Traffic Department a worthy rival of Paul Whiteman, to-wit: Glen Williamson of the "Merrymakers," appearing on KVL each Monday, Wednesday and Friday at 9 p. m. Sinister forces set in motion by the Pepsodent Company prevent the "Merrymakers" appearance at 8 p. m. for reasons that are self-evident; but if not self-evident, we will let you into the secret that no one would care to listen to "Amos and Andy" during Glen's rendition of "I Love You Truly" as a clarinet solo. Apparently the female portion of the vast unseen radio audience feel that Glen really means it, as it is rumored he is now interviewing candidates for the position of private secretary to answer the fan mail that is pouring in from "his public." It is also rumored that he will not permit his better half to even open the ardent epistles that have swamped the local postoffice. In order to create a slight diversion (not a riot) it is also reported that Glen has engaged A. V. Amos, local talented magician, to perform some of his sleight-of-hand tricks, acquired by working on north coast docket, before the mike during the "pause that refreshes." Amos is an expert at the "pause that refreshes" as he makes frequent trips to Vancouver, B. C.

Miss Annette Standeart left Saturday night at midnight, November 28th, on the SS. Ruth Alexander for an extended trip to San Francisco, Los Angeles and other points in California. She will return by train, stopping off to visit friends at various places. Miss Helen Walsh and Miss Sophie Frank were among those who saw Annette off on the boat and they were the first to inform us that Annette received a special invitation to sit at the Captain's table during mealtime, which is an honor very few ever have. Since then we received a card from Annette telling us that she was having a wonderful time and only wished her trip could last longer. Helen and Sophie were sorry they couldn't accompany Annette and inasmuch as she had a big stateroom all to herself it seemed a shame they couldn't accept her invitation to stay aboard. When they finally had to leave they were further tempted by hearing the strains of the orchestra and watching many couples dancing in the moonlight. The latest report from Annette states that she met a very interesting person from Alaska on the boat, so her next trip will probably also be on a steamer going north instead of south.

Seattle General Offices extend their sincere sympathy to John Payne of the Passenger Department, whose mother passed away December 30th. She had been in ill health for some time.

Twin City Terminals Locomotive & Stores Department N. A. H.

MR. A. Z. Cowles, former engineer on the H. & D. Division and also Traveling Engineer previous to retirement, passed away at the Northwestern Hospital December 18th. Interment at the Sunset Memorial Park.

Mr. E. Z. Hermansader made the shops a visit after his injury and is coming along fine, better than was expected, and we all are glad to hear the good news and hope it won't be long before Mr. Hermansader will be back with us.

Football is a thing of the past but when debts aren't paid in full, it still clings to the winner that the debt or bet should be paid. We are in hopes the loser on the Minnesota-Wisconsin game will take notice and write his check for the amount of one dollar.

We had lots of callers recently: Messrs. J. T. Gillick, R. W. Anderson and Mr. Bjorkholm, and with them came the heaviest snow fall we have had for a few years, which was welcome, also the callers.

Have been missing the items from the Car Department of the Northern District for some months. There will have to be a very good excuse for same as there surely must be a lot of good news from that Department. If the correspondent does not soon fall in line with the

rest of us, I will have to try and get some Car Department items for my column.

The committee having charge of the Coal and Medicine Fund for the Twin-City Terminals, which was held in Supt. E. H. Bannon's office on January 12th, reports that the amount of the fund subscribed in the Twin-City Terminals was slightly in excess of \$2100.00. Of this amount, a little over \$1100 has already been used and no doubt further funds will be required before the winter is over. The Committee under Mr. Bannon's supervision has handled about 350 cases to date.

Engineer George Sieh of the River Division, but recently working in the Twin-City Terminals, lost his wife January 11th. Death came very suddenly while Mr. Sieh was completing his day's work. Our sympathy is extended to Mr. Sieh and family.

Kansas City Terminals S. M. C.

NOW that the depression has reached the bottom and our forces have been cut to the minimum, let's start all over again. Get some business, either freight or passenger, for the gold old C. M. St. P. & P. and you will see jobs go back on. Remember, "Every little bit helps." Do your bit to get business.

We are glad to report that Mrs. Albert Parr, wife of Switchman Parr, is improving following an operation for gall stones.

Switchman Earl V. Smart accompanied by Mrs. Smart and their young son Bobbie while returning from an automobile ride, ran off the side of the road in attempting to pass another machine. Their automobile turned over several times and was damaged beyond repair but the occupants escaped with bruises and minor cuts. Earl vows that the steel one-piece auto body is all that prevented them from being killed.

Elmer Smith, a recent benedict, claims that he did not hear a whistle New Year's Eve, and that it's the first time he has missed ushering in the New Year since he was a kid (and that's a long time too). Talbot says married life works a great many hardships on a fellow but when you can't stay awake long enough to see the old year out and the new one in, you are past "settling down."

Bullet Baker says there is a difference between city and country basketball. Bullet's team traveled out to Edwardsville recently and lost—due mainly to the jumping qualities of the Edwardsville boys. No, they don't jump in front of you; they just jump right on you.

Mr. Ed Owens, cashier, would like to know how old you have to be to quit having styes. Ed had one last month and it surely was "some stye."

If anyone wants information on the early morning street car service, ask Frank Reed. He can give you first-hand information since he has been reporting at 4:30 A. M.

"Out Where the West Begins" East End of the Trans-Missouri Division D. H. A.

THE grim reaper has again invaded our midst and called to her final reward Mrs. Larry Hourigan, who passed away on January 2nd after a lingering illness from tuberculosis. Mrs. Hourigan was an employe of the Milwaukee Railroad for a number of years, having held positions in the dispatcher's and the Superintendent's office until her illness forced her to give up her work. She spent some time in sanitariums in Arizona and California and although everything possible was done for her, it was of no avail.

Grace was a faithful and conscientious worker in the Milwaukee Woman's Club, was also correspondent for MILWAUKEE MAGAZINE at one time. Her patience and optimism during her months of intense suffering were outstanding, she being at all times thoughtful and considerate of those near and dear to her. She leaves to mourn her loss, her husband, two daughters, Delsia and

Henrietta, a brother Tennyson Flora, at Lemmon, and a host of friends.

Funeral services were held at the Miles undertaking parlors, Rev. Bruins speaking comforting words to the bereaved. Mrs. Tobin sang two beautiful solos, "There Will Be No Night There" and "Still, Still with Thee." She was laid to rest in Greenwood cemetery.

"I can not say, and I will not say
That she is dead. She is just away,
With a cheery smile, and a wave of the hand,
She has wandered into an unknown land,
And left us dreaming how very fair
It needs must be, since she lingers there.

And you—Oh you, who the wildest yearn
For the old-time step and the glad return—
Think of her faring on, as dear
In the love of there as the love of here;
Think of her still as the same, I say:
She is not dead; she is just away."

Mrs. H. M. Gillick came out from Aberdeen on January 4th to be present at the funeral of her friend, Mrs. Grace Hourigan.

Our community Christmas tree on Main street made a very pretty sight with its bright colored lights and decorations and the foggy weather we had at that time covered the tree with frost which made it more attractive than ever.

Mrs. A. F. Manley and Mrs. J. P. Leahy spent a few days in the twin cities on a shopping trip.

Mr. John Price has replaced Mildred Richardson as clerk in Trainmaster Manley's office, Mildred having gone to her new home at Lemmon. We are sorry to lose you Millie, and will miss you a lot.

Several clerks were laid off temporarily from December 19th to January 4th. Ann Anderson spent her enforced vacation at Mobridge with her hubby, returning to Miles City on New Year's Day.

Miss Josephine McCarthy of Los Angeles and Miss Geraldine McCarthy of Miles City spent their Christmas vacation with their parents here, Mr. and Mrs. Dan McCarthy.

Conductor Ross Stubbart was called to Clinton, Wis., by the illness of his mother. She passed away on December 5th.

Mrs. Frank Williams and daughter Frances spent a few days visiting relatives and friends in Minneapolis and enjoying the pretty holiday decorations.

Miss Nadine Beaver, who teaches at Akaska, spent her Christmas vacation with her parents here, Mr. and Mrs. Jack Beaver.

Dora Anderson spent Christmas week at the home of her parents at New Effington, So. Dak. She was relieved by Mary Van Dyne.

Mr. and Mrs. Wm. James of Miles City were holiday visitors at the home of their daughter, Mrs. D. W. Trump.

We wondered why Harold Fuller was so happy over the holidays but we know now that a certain young lady from up the line spent a day here on her way East, so that accounts for it.

Mr. and Mrs. Henry Rinderneck spent Christmas at the home of Mrs. Rinderneck's parents at Sioux Falls. "Topsy" returned December 28th, Mrs. Rinderneck remaining for a longer visit.

The railroaders are playing a regular game of Bumpity-Bumps these days. A. O. Thompson of Hettinger bumped George Dimick at Glen-cross. W. F. Hogan bumped Mr. Chase as agent at Walker, S. D., and Nick Gahr plans to bump George Youmans at New Leipzig, N. D.

We understand Bill Hogan spends all his spare time at Walker writing chain letters to his numerous friends at Mobridge and elsewhere.

Mr. and Mrs. Joe Kellar are the proud parents of a baby boy born January 5th.

Mr. and Mrs. Emil Johnson and son Dick spent the holiday season visiting relatives and friends at Chippewa Falls, Wis., and Minneapolis.

Milwaukee Terminals

ON December 19, Yardman Martin Nimkie lost his pocketbook, containing \$2.65 and his annual pass. After some tears and two hours' delay, it was returned to him by Yardman Jos. A. (Industrious Joe) McGoldrick, who found it.

Switchtender D. L. (Spike) Hennessey is making a collection of OLD CALENDARS and, if you have one, please leave at his office at Muskego Yd.

On December 21, Oiler Adlam raffled off a PIG at the CHATEAU Milwaukee Shops. Engineer Wm. H. Kay held ticket No. 24, the lucky number, and drew the pig. The walls of the CHATEAU are now adorned with a calendar of the W. H. Kay Packing Co. Write Bill for one.

In the passing of Wm. H. Burns, the Company loses another old employe. He was a boiler-maker at the Milwaukee Shops nearly forty years. He died at his home, 1219 North 31st Street, December 27, 1931.

Dispatcher Alfred Kennedy will keep the fires burning at home until April 1.

Yardmaster Nicholas Murphy was injured in an AUTO accident, and is slowly recovering.

Machinist Edwin H. Strong died at his home, 3304 West Mt. Vernon Avenue, January 1, after two days' illness of pneumonia. He was one of the oldest employes in the round house, and a faithful worker. Funeral was from the home, January 4, with interment at Fond du Lac, Wis.

Machinist Roman Warzal was in Fond du Lac, Wis., on business the first of the new year.

Crossing Flagman Shackley of Cherry Street took a trip over the Lines, West, in December.

Fireman John P. (Alderman) McKane is reported sick and in the hospital at the Soldiers' Home.

Former Superintendent of Terminals B. H. McNaney is sick at the Plankinton Hotel, where he makes his home. He is a Veteran of the Civil War and of the R. & S. W. Division.

Yardman Walter Stubbe has returned to work after his vacation at Christmas time.

Shopman Charles Wilde is sick at his home, 3020 West Mt. Vernon Avenue, but is slowly recovering, after six weeks in bed.

Yardman James (Guy) Callahan is sick again with rheumatism and confined to his bed. He would like to have some of the boys call on him.

Some of our Terminal employes received PECULIAR presents for Christmas. One received a BROOM, one an ALL-DAY SUCKER, and one a box of WASH RAGS.

Engineer Thomas and Mrs. Cummisford and Engineer H. P. and Mrs. Roe expect to leave January 15 for the sunshine of Los Angeles.

By the death of Machinist Chris Trainor, January 7, the Company loses another old employe, who has been in the back shops for forty years. Funeral was from the home, 169 North Milwaukee Street, to St. Johns Cathedral. Interment at Calvary Cemetery. A widow and five children survive and have the sympathy of the Milwaukee Family.

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The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

THE BUCKEYE STEEL CASTINGS
COMPANY • Columbus, Ohio
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FLEMING COAL CO.

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Miners and Shippers of

West Virginia Smokeless & Bituminous
Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals

Yardman David (Beans) Friedman made a business trip to Kenosha, Wis., recently and reports business good in that city.

At the request of several of his friends, Dispatcher Charles Burmaster has opened a real RESTAURANT and DELICATESSEN at 339 North 35th Street. Here you can get something good to eat.

Secretary Robert Voss of the Milwaukee Shops' Golf Club wishes to call the members' attention to the meeting of the club, March 1, 1932.

Red Hot Coals from the Second District of the Milwaukee Div.

L. J. L.

CASHIER Ted Day and wife are the happy parents of a baby boy, born Saturday night at 10:10, January 9. This young man has been named Wayne, and his fighting weight at this time is seven and three-quarters pounds. Many thanks for the fine cigars, Ted, and best wishes for the little boy.

Mr. Vorpapel, father of Mrs. Roy Hollenbeck, passed away at his home at Lyons, Wis., Wednesday, January 6, after a lingering illness. Several "rails" and their wives attended the services, which were held Saturday at Lyons.

Porter Gus Zick is building himself a little bungalow, and is planning on holding open house real soon.

H. J. Armock is ready to make bids on all construction jobs, and will give special rates on the building of bungalows.

Al Koester has now taken unto himself the mastering of a sweet potato. The music is wonderful, and we are planning on having him broadcast over Beloit's new radio station. We understand he is serenading Dolly Howard during the noon recess.

Leonard Carter is getting to be a frequent caller in the Beloit dispatcher's office. All we have to do when we want to know if a train is on time, is to look in the office, and if we see Carter's blond head over the train sheet, we go back and mark the trains ON TIME.

Mr. Strayer, assistant agent at Racine, is doing relief work at Beloit, pending the appointment of a successor to Mr. Connors.

Handsome Harry Bryce looked exceptionally chic in his brakeman's cap, while working on the Senator's run during the holiday rush.

Fred J. Artlip is now working on a plan where he can heat the car with some of this hot air which is peddled in the rear of his motor car.

J. H. Chambers paid us a visit recently while waiting for the train for Milwaukee. Jim is now located at Milwaukee in the General Offices.

Section Foreman Fred Jones secured a passenger for our line to Chicago, en route to La Crosse, Ind. Fred is always on the look-out for business.

Warehouse Foreman William Gabriel has been off quite a bit of late, account of eye trouble. We trust he will soon be O. K.

Mr. Hazletine (Sam Howdy) is doing his daily commuting between Beloit and Delavan, and frequently airs out the passenger department for not running the trains on time.

Ticket Agent Lightfield's home has been blessed with the presence of a daughter, Carol Jean, born at Beloit, December 17. Mother and baby doing fine. We note that Eddie Cantor, the famous comedian, has a write-up in a popular magazine, regarding his family of five daughters. Eddie says some day some nice boys will come and take them off his hands. This might be true, but if conditions do not improve, he may have sons-in-law to support. Marriage insurance might be a good thing to invest in. Say, take a policy out for your daughter, and after she is married, and her husband is unable to support her, she would receive a monthly income from such a policy.

A new orchestra is in the forming. A. Koester plays the sweet potato, H. J. Armock the squeeze box, Lightfield the jews harp, J. Cioni the mouth-organ, and Fred Franks does the vocal selections.

Engineer Jack Little is on a vacation at this writing.

George Forward, former agent at Union Grove, orated on the days of good business, and how the agent practically lived in the station, and had several hours of assistance from members of his family, in order that the work could be up to date. This all happened while ye reporter was a passenger on one of the trains Mr. Forward was riding on.

Well, will sign off this time, wishing you, one and all, a happy and prosperous 1932.

Notes from the Willapa Harbor Branch

By R. R. T.

HARDLY have we informed a waiting world of the new order of train operation on this famous outlet of the Milwaukee Road to salt water when we have to back down and take it all back. To avoid duplication of service between Maytown and Chehalis Junction, the Willapa Harbor Line is now served by a turn-around run between Raymond and Chehalis (or Centralia, if work makes it necessary), leaving Raymond in the evening and returning there next morning. This leaves only one crew on the Willapa Harbor end, the other crew formerly operating in there being now limited to the Gray's Harbor line. The Willapa Harbor crew at this writing consists of the old reliables Frank Ziel as Conductor, George Hunt as one of the Brakemen, and Ed Spiegelberg as Fireman—all original settlers on this line. The other old-timers are at present elsewhere; Engineer John Ashford has elected to run on one of the Tacoma and Longview trains, although that takes him away from home; his place has been taken by the well-known early settler on the Tacoma Eastern, Hans Johnson. Charlie Russell, who was the other Brakeman, has become Conductor on one of the Tacoma-Longview runs, and Jim Willis is braking in his place. Jim is also an oldtimer on the Willapa line.

Roadmaster Herbert Davis had to spend some time at Raymond in December, supervising the regrading of our tracks into the Willapa Harbor Lumber Mills plant, caused by the regrading of The Aberdeen highway by the city. Section Foreman Al Revord had the pleasure of bossing the largest crew he has had in many months, but now the sections are down to the usual winter allowance again, and patrolling fifty miles of track on a gasoline car in a driving rain is not so pleasant, we imagine.

Section Foreman Jim Brennan at Burt, who is keeping bachelor's hall there, is fortunate in having a first class cook in his side kicker, Ed Laakso. Accordingly the two of them consumed a twelve-pound goose at Christmas time, roasted to the queen's taste by the talented Laakso. They recovered from the gargantuan feast in time to go out on their next patrol trip.

Operator J. P. Britt at Chehalis has been dis-

placed by F. D. Reynolds, formerly of the Relay Office at Seattle. Brother Britt is now bucking the extra board, let us hope not for long.

Dan Verheek, Car Foreman at Raymond, again has his hands full with the logging equipment at Sunset Dump, since the Willapa Harbor Lumber Mills resumed logging operations at Camp Three. Recently he had the pleasure of a visit from E. L. Packard, formerly Car Foreman at Chehalis, but now engaged in mercantile pursuits. "Pack" reported that business in his line was better than expected.

J. Hayden Thomas, the genial Roundhouse Foreman at Raymond, with Mrs. Thomas and Miss Horton (Mrs. Thomas' aunt, who is making her home with them), went to North Bend over Christmas to visit their married daughter, living there. Incidentally, of course, he visited his former stamping grounds, at Cedar Falls, where he was Roundhouse Foreman for a number of years. The snow and cold up there was too much for our friends, however, and they were glad to get back to the mild, if somewhat damp, climate of Willapa Harbor. On the return trip they were accompanied by another married daughter, Mrs. Malone of Ellensburg, and her little son, who will make a visit with grandpa and grandma until the weather east of the mountains gets a little more moderate. During Mr. Thomas' absence Ralph Wicklund, formerly of the roundhouse force at Raymond, officiated as foreman.

Charlie Lenon, the popular Agent at Raymond, was taken quite sick recently with a gastric spell and had to pay a brief visit to Riverview Hospital at Raymond, but is well and on the job again at this writing. He was recently installed as High Priest of the Commandery at South Bend, having just completed a term as Master of the Masonic Lodge at Raymond, so you may gather that he is as busy as prominent in Masonic circles.

Bill Walgren, the operator at Raymond, had to celebrate Christmas alone, Mrs. Walgren being unable to come over from Cle Elum to celebrate with her spouse. However, Bill was well remembered with presents by all the family and cooked up an extra dish of prunes to observe the holiday the more properly. In acknowledging the gifts, Bill developed quite an unexpected vein of poetical ability and wrote a brief poem to each member of the family. Some of the effusions were of considerable artistic merit and would be well worth publishing, but Bill shuns publicity and would not permit this invaluable Magazine of Literature to use any of them—a fact which our poetical editor will much regret.

I. & D. Items

M. G. B.

CONGRATULATIONS are in order for Dispatcher J. J. Corbett and wife, who are the parents of a girl, born January 1, 1932. Mr. Corbett came to the I. & D. Division at Mason City a short time ago, but is not a stranger in this part of the country, as he worked on the

MILWAUKEE EMPLOYEES PENSION ASSOCIATION Members Entered on Pension Roll December, 1931

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of December, 1931:

Name	Occupation	Division or Department
James Barrett	Sectionman	Milwaukee Division
John M. Burns	Laborer	Dubuque & Illinois Division
Arthur J. Edmonds	Machinist	Iowa and Dakota Division
Henry Furtney	Locomotive Engineer	Iowa and South Minnesota Division
William Hammerly	Laborer	Milwaukee Division
Elmer B. Holdridge	Track Watchman	Coast Division
Orva Horton	Section Foreman	Iowa Division
Fred Kadau	Laborer	Milwaukee Shops
Elba J. Kay	Operator	Coast Division
Timothy E. Lanigan	Trucker and Stowman	Kansas City Division
Elias Martinson	Section Foreman	S. C. & D. Division
Malcolm D. McDonald	Hostler Helper	Milwaukee Shops
James R. McLain	Brakeman	Idaho Division
Donald Mitchell	Laborer	Minneapolis Shops
Andrew M. Nelson	Section Foreman	S. C. & D. Division
Ole Olesen	Section Foreman	H. & D. Division
James O'Reilly	Locomotive Engineer	H. & D. Division
William Prier	Mail Handler	LaCrosse & River Division
Joseph F. Rybak	Yard Conductor	Twin City Terminal
Markus Werner	Section Foreman	H. & D. Division

C. W. MITCHELL, Secretary-Treasurer.

I. & D. Division years ago, and has many friends who welcome him back.

C. V. Hammer and R. P. McGovern paid Mason City a visit on Jan. 7.

Mr. C. E. Mutschler, wife and son, William, spent Christmas Day with relatives in Dubuque.

Albin Groth, file clerk in the Superintendent's office, spent Christmas Day at his home in St. Ansgar.

Irma Wilhelm, Stenographer in the Superintendent's office, spent Christmas Day at her home in Sheffield.

Sympathy is extended to the J. Turney family, on the death of Mrs. Turney's mother, who died December 13.

Cliff Oeschgar, we hear, is all dressed up in a new pair of spats. We understand he intended treating the home folks when he went to Michigan for the holidays.

We are surprised at this item—a help wanted ad in this day of unemployment—"Wanted—A dressmaker. Notify L. R. S. of the Engineering Department, Mason City, Iowa."

There are several employes who should keep track of their cars a little better. When they drive them down to work, they forget they did; and when they don't, they are offering to give someone a ride. Reminds one of the absent-minded professor.

If anyone loses a pipe, he most likely can find it down in the office of the Engineering Department at Mason City, as all employes there smoke pipes, and still have extra ones to give away or lend to someone. We understand Faye Stirn is learning to smoke one—merely in self-defense, you understand.

Mr. and Mrs. Lyle Davis and son are visiting at the home of Mr. Davis' parents, Mr. and Mrs. Guy Davis, for the holidays.

We now understand that Div. Engr. Bost is not a fireman. At any rate, we sympathize with him in his misfortune.

Mr. William Shea of Chicago was a visitor at Mason City, January 13, and went east on No. 14, January 13, accompanied by Mr. Ingraham.

Chief Carpenter's Clerk W. L. Garrity and wife spent the Christmas holidays at Mitchell, S. D.

We understand F. H. D. was quite put out at the write-up in last month's magazine, or, maybe he wasn't—at least the correspondent received a little note on the matter. If everyone was that prompt at sending in news items, perhaps this column would make better reading!

Mrs. Mark Ramsey of Mason City made a trip to Chicago January 5, where she will visit friends.

Miss Naldrea Hodges of the Store Department, Mason City, spent New Year's visiting relatives and friends in Minneapolis. Mr. Claude Faber also spent New Year's visiting in Minneapolis.

Miss Jule McGrail visited the home of C. C. Smola, Division Storekeeper at Mason City, the first part of January. Miss McGrail was formerly employed in the Yardmaster's office at Savanna, Ill.

Miss Freda Catlin of the Storekeeper's office spent the Christmas holidays at her home in Austin.

Miss Beverly Lawrence, daughter of Chief Carpenter Lawrence, Mason City, spent a week during the holidays visiting friends in Minneapolis.

Miss Grace Moran, Stenographer in the Divi-

sion Freight and Passenger Agent's office at Mason City, spent a few days in Chicago, the latter part of December.

Mr. D. B. Rivers, District Storekeeper, Minneapolis, was a visitor in Mason City offices the first week in January.

Mr. and Mrs. C. Oeschgar, Chief Clerk to the Division Storekeeper, spent Christmas in Bay City, Mich., with Mr. Oeschgar's parents. A family reunion was the event of the day. They also visited with Mr. Oeschgar's brother in Chicago on their return trip from Bay City.

Mr. and Mrs. L. J. Desomery and daughter spent New Year's in Cedar Falls.

The new territory taken over Jan. 1 by Chief Carpenter Lawrence was that part of the S. C. & D. Division taken over by us. Mr. O. M. Dahl, formerly at Sioux Falls, has been transferred to Aberdeen.

Mrs. Geo. Smith was called to Elkhorn, Wis., on account of the death of her uncle, Mr. Charles Kenyon.

Idaho Division

Gertrude Alden

CONDUCTOR and Mrs. L. F. Graham were called to Minneapolis the first of the year because of the serious illness of Mr. Graham's mother.

Perishable Freight Inspector E. A. Peterson is in the Deaconess Hospital at Spokane at this writing, having come in from his headquarters at Othello, a very sick man. The doctor feels that he will not be able to resume work for a couple of months, at least. The division employes are hopeful that he will soon regain his health and be back on the job, taking good care of the perishable shipments and stock at Othello, as he has in the past. Also, Mrs. Peterson has been in from Othello to see her husband.

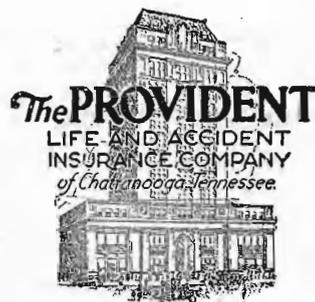
"Slats" Whalen and wife are contemplating a trip back east to make a visit to Mr. Whalen's

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Plants located at EAGLE HARBOR and WEST SEATTLE

Main Office: 1118 Fourth Avenue, SEATTLE

SLEEP TONIGHT



FATHER: *That shoulder hurts so much I didn't sleep at all last night.*
MOTHER: *Well, it won't bother you tonight. Sloan's will fix it in short order!*

STIFF JOINTS —sore muscles

Don't lose precious sleep because of sore, aching joints or stiff neck. Just pat on Sloan's Liniment. Instantly fresh blood rushes to the sore spot, circulation is restored, stiff joints limber up. You feel warmed, soothed, relaxed. You sleep . . . Get a fresh bottle today at your druggist's. Only 35¢.

SLOAN'S Liniment

WARMES LIKE
SUNSHINE



father during the time that "Slats" is on an enforced vacation.

The trains on the Idaho Division have been on time for the past several days—Chief Dispatcher P. L. Hays has been at home sick with the flu.

Train Dispatcher R. C. Peterson has been the "Big Cheese" in the dispatcher's office, while Chief Dispatcher Hays has been on the sick list.

The bumping game goes on with intensity. Too bad that Ernie Young did not leave the farm sooner, as this oversight on his part has caused him to vacate at Othello and move his effects to Manito, where he displaces G. D. Thornton as operator.

Fay R. Smith, having lost his assignment at Spokane, goes to Newport as station clerk in place of Don Hays.

Agent P. H. Murnane from Fernwood paid Spokane a visit the latter part of December and paid his respects to the Milwaukee Women's Club in the form of a nice check to assist in the relief work which is being so nicely handled by the ladies. We are very sure that the ladies will be glad to see Mr. Murnane again.

Nick Angelo, wife and daughter, Joan, paid friends at Lind a visit recently.

"Little Red Riding Hood" (Madge Murphy) received some very beautiful pajamas from Santy (wonder if they came from Salt Lake City?). So far we have been unable to induce Madge to wear them to the office.

J. W. Corbett returned to Spokane from the Coast for several days' work in the Dispatcher's office. We were all glad to see "Jim" again.

Train Dispatcher F. B. Beal was called to Lemmon, S. D., account of the death of his sister-in-law, Mrs. Nick Beal.

Mrs. M. Compton, sister of Thomas Jones, of the Spokane freight house force, was called to Indiana by the sudden death of her brother, who was injured in an automobile accident.

Operator W. O. Zypf and wife made a pilgrimage from Othello to Seattle.

The Milwaukee Club ladies made up some very fine Christmas baskets, which brought cheer to many families. The ladies are expending much time and energy in the relief work, and are doing a mighty fine job of it.

All employes on the Idaho Division are to be congratulated on the showing made in the last third of the year 1931. There were no reportable

or lost time injuries during the months of September, October, November and December. Now our ambition is to make a clear record for the year 1932. It can be done if every employe will appoint himself a custodian in the Safety Department.

A Safety First Meeting was held in the assembly room of the Ladies' Club on the fourth floor of the Union Station at 7 p. m. on December 14, 1931. A total of 77 was in attendance, which included several club ladies, who were guests. The ladies present manifested a real interest in the Safety movement in their remarks when called upon by the chairman. After the Safety meeting, at which there were several good suggestions offered and several good talks on safety by those called upon by the chairman, a social was enjoyed, and refreshments were served by the ladies, which were very much appreciated by all present.

Mr. and Mrs. J. H. Linehan are the proud parents of a baby boy. Hearty congratulations!

Mr. H. E. Salzer, Traveling Auditor, is in the hospital, having been operated upon, and is reported as doing nicely.

S. C. D. Office Notes

J. B.

T. M. C. and V. L. G. went home for Christmas day.

A. T. B. and family did also go away.

R. S. has a family, too, and what a treat he had, just staying there a day or so with Mother and with Dad.

L. S. stayed home for Christmas, but when the New Year came, She went 'way down to Canton, to see that man named Blaine.

W. S. had Christmas early, by winning at a show; A pretty little floor lamp; he sure knows where to go.

E. H. P. has sported here some brand new "specs," I see; Were they a Christmas present, just "From myself to me"?

J. H. H. received a gift and hung it on the wall, It's nothing but a calendar; it's just before the "fall."

Calendars are scarce this year, can anyone donate?

J. B. at Milwaukee Shops will sure appreciate.

Our sick list during this month is naming just a few.

E. C., W. C., W. B., C. W., be thankful it isn't "U."

"The New I. & D. Hub"

(Former S. C. & D. Division)

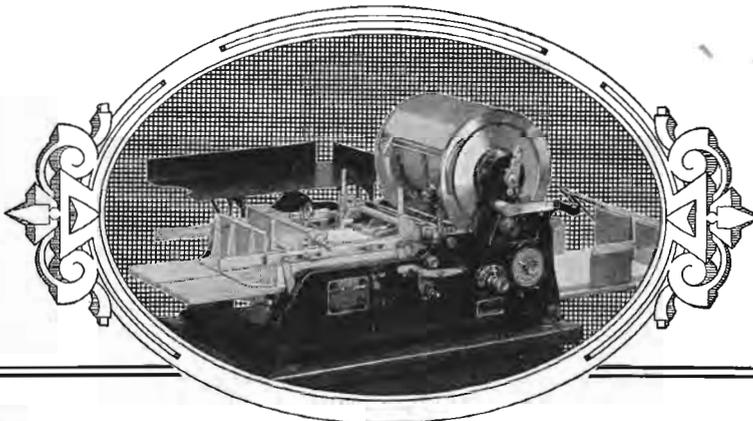
M. F. Kasak

WE ARE glad to hear that Safety Inspector J. M. Hemsey has had a nice recovery from his operation for appendicitis, which was performed in the Twin Cities, December 13.

Our new Storekeeper, Mr. Chas. Smola, has been over the Sioux Falls and Mitchell Lines several times during the past few weeks renewing old acquaintances and making new ones. Mr. Smola, some years ago, was stationed at Sioux City as storekeeper for the S. C. & D. Division.

The F. R. Doud family spent the Christmas holiday with relatives in Moberge.

Eddie Adams is one of those persons whom the ladies just can never forget once they have seen him. We know. Seems likes when Eddie was a little shaver in grade school he possessed this rare charm for the fair sex. Well, anyway—when Eddie was enroute to his home for Christmas he was accosted by one of these fair ones—lo and behold! Think as he could, he could



The one outstanding fact about the Mimeograph is that it is a money saver. As never before it is being used now by railroads throughout the country. Whatever you type, write or draw on its famous stencil sheet is turned into

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not ever remember having seen her. Finally she explained to Eddie that she attended grade school with him many years ago. Poor girl, someone should tell her that Eddie cannot possibly remember all of the poor souls that are attracted by him.

Perhaps there was not one person in Sioux Falls more tickled to see Eddie's beaming face among those detraining at Sioux Falls January 4 than Frank Griller. You see, Frank has been assisting Eddie in the entertaining of the ladies and it was just too much for him while Eddie was gone.

The recent temporary clerical reductions during the holidays provided vacations for a number of clerks. Rather hard on the pocketbook—but everyone had a good time.

Eddie Griller, Checker at the Sioux Falls Freight House, has been laid up with rheumatism for the past 45 days.

Section Foreman A. R. Sandell of Parkston dropped dead January 11 at Parkston. Mr. Sandell entered the service of the Company as a section laborer on June 15, 1887, and was promoted to Section Foreman on October 13, 1889, and has worked as such continuously ever since. We extend our sincerest sympathies to the family of the deceased.

Lloyd West, Passenger and Ticket Agent at Sioux Falls, returned from McKennau Hospital January 10, where he was undergoing medical treatment for an abscess.

Master Mechanic John Turney was in Sioux Falls on business during the first week in January. We are always glad to see Mr. Turney come to Sioux Falls. Bet John has just as many friends on his new territory as he ever had in Minneapolis and St. Paul.

B. & B. Foreman Wm. G. Hintz visited old friends in Sioux Falls several times during the holidays while his crew was laid up. "Bill" is working on the Sioux City-Manilla Line at the present writing.

H. M. Stueben, our popular traveling freight and passenger agent, has become such a familiar figure on football special (which he was instrumental in having moved over our line during the season just closed) that he has now earned the sobriquet of "Coach Stueben." We understand he is now collaborating with the schedule committee at Sioux Dakota University for 1932 games and is pulling for games in the State of Washington, also at Chicago and Kansas City, which will require long trips on the Milwaukee. Stay with 'em, "Coach!"

Mr. F. R. Doud was out on the West End during the first week of January looking things over—Eddie Adams went along because he knew the way out there.

Laurence Duhaime and Maxine Hisel were quietly married Tuesday, December 26, and left on a short trip to places unknown in "Willie's" car. Good luck to you, folks, and may the best of life come to you always. Mr. Duhaime is employed in the Car Department at Sioux Falls.

Roadmaster Kemp of Yankton was laid up a few days in December on account of sickness but has fully recovered at this writing. Jerry Murphy looked after things for him while he was busy trying to get well.

Mr. Paul Kempter, Scale Inspector, was on the territory during the third week of January testing the scales at Dell Rapids and Sioux Falls. Always glad to see you come around, Paul.

Mr. O. M. Dahl, formerly Chief Carpenter on the old S. C. & D. Division, is now located on the H. & D., with headquarters at Aberdeen, and has charge of the territory west of Montevideo. Good luck to you, Ole, and say "Hello" to Bert Johnson for us, too.

They say a sure sign of spring is the return of the birds and their activities in renting old nests, buying or building a new one. We have come to believe that spring is just around the corner, for it is reported that Switchman Frank Henderson has purchased a cozy little home on South Covall Avenue.

Also, Tom Cavanaugh is busy getting settled

in a new home again. Seems like Tom cannot get settled in one place very long at a time until the old wander-lust takes hold of him. One thing to his credit is that he confines his wandering to the city limits of Sioux Falls.

We have the following which has been clipped from Editor Barstow's little paper called the "Six Town News" and is published at Brownsdale, Minn., on our own I. & S. M. Division. Mr. Barstow is another of our increasing group of good friends among the editorial profession who realize that railroading is a basic and necessary industry to every community. Mr. Barstow has been publishing for some time little newsy items about railroading that amounts to advertising free of charge. He says: "Did you know that the Milwaukee Railroad hauled 151,000,000 passengers during the past fourteen years with only one fatal accident? Also, that during the recent snow storm (January 5 and 6) the buses and the Star Mail Routes were put out of commission while the trains operated on regular schedule?"

Section Foreman Herbert Anderson at Colton has been unusually active the past 60 days assisting with the loading of stock at his station after hours. "Herb" believes that this will go along way toward increasing the business of the railroad company at Colton and figures that more of the boys along the line should get interested in the company's business, and then he sprung this one—"If the Company is busy taking care of revenue loads, they won't have time to think about reducing help."

In the next issue of the magazine we hope to have authentic information relative to the location of a manganese smelting plant in Sioux Falls for the purpose of smelting the manganese ore deposits which are located near Chamberlain and Oacoma.

Santa Claus arrived on a special train decorated for the occasion Tuesday, December 22, at 8:00 P. M., at Sioux Falls Passenger Station. Young and old were thrilled alike, and in many cases the older people seemed to enjoy it more than the youngsters. Santa distributed 175 bags of goodies among the children of the employes who were present and sent out 50 bags to those along the line who could not attend the doings.

In the passenger station to help celebrate the occasion, there was a large and beautifully decorated Christmas tree. Mr. Kruck was the artist to whom the credit for decorations should be given. He certainly knows how to do it.

To the "OLD RELIABLE"—Frank Henderson, we must say that we certainly are glad to have someone around who is so handy in decorating the Santa Claus Train in the masterly way that Frank did. The "big children" as well as the small got a thrill out of it.

Last and not the least is Ole Anderson, who has been playing Santa so long that he feels just like the "old gent" himself each year beginning about December 1.

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Fullerton Avenue Building

A. M. D.

ON SATURDAY afternoon, February 13, at the regular monthly meeting of the women's club, a group of girls from this building will present a one-act comedy entitled "Tuning Up for the Wedding." The girls are under the very capable direction of Miss Edith Strate. Those in the cast are Mrs. Vernus Johnson and the Misses Mielda Walters, Lillian Ohrman, Mary and Ruth Girard, Victoria Mackreth, Virginia Frandsen, Viola Tieser, Marie Klusendorf and Pearl Wood.

There are several newcomers to the audience of the women's club, as well as the old-timers. The members of the cast are endeavoring to make this play even more of a success than the one given last year. So many of the men from the building have since expressed the desire to see the play that they will be cordially welcome to swell the audience at this performance.

Here is a mystery—someone in the Ticket Auditor's office wants to know "how the contest for the box of cigars is coming along."

Vic Detloff of the Ticket Auditor's office, the man of big affairs from Elgin, Ill., is looking very worried these days, as one of the Elgin banks closed, and Vic lost his life savings of \$7.

Art Moss and Joanna Kuhn, both formerly of the Ticket Auditor's office, were out in front a few days ago saying "hello" to their many friends. Joanna's health is much improved, and they both looked very happy, as Joanna was wearing a new diamond on the appropriate finger and Art is driving a nice new car. We are all wishing you much happiness and lots of luck with the new car.

Here is some news from another old-timer—Mrs. Jack Marshall, formerly the very pretty blonde Agnes Fogelstadt of the Ticket Auditor's office, called on Emily Lukes the other night. She had her little two-year-old daughter with her. We are told the baby is cute and that Agnes is just as attractive as ever.

We understand that Willie Berman of the Ticket Auditor's office took a nosedive while sprinting after a street-car a short time ago. Was that the last car on the line, Bill?

Mrs. Francis Schuessler, formerly Margaret Kryschka of the Central Typing Bureau, became the proud mama of a baby girl, Lois Marjorie, seven and one-half pounds, December 28, 1931.

We are all hoping that Verda Byerly of the Central Typing Bureau will soon recover from a very severe attack of yellow jaundice. We understand that Norine Healy, now on a sick leave, is doing very nicely.

As this is written a report has been received that the sister of Ida Gotti of the St. Paul Coal company has been injured in an automobile accident. We hope there is nothing serious.

Nettie Fields of the Computing Bureau received injuries about the head in an auto smashup while in a Yellow cab on Christmas eve. We are glad to report that she has returned to her desk completely recovered.

Who said that prosperity is not "right around the corner"? Agnes Seckowski of the Central Computing Bureau is the recipient of a diamond ring from the boy chum. Congratulations, Agnes.

The Honorable Mr. Walter A. Fendt, known throughout the Freight Auditor's office, became the proud father of an eight and one-quarter pound son Christmas eve, 1931. If you think that's no Christmas gift, ask Walter. Congratulations, ol' man.

Miss Mary Freberg and Miss Sayde Damek of the Freight Auditor's Office were hostesses to the girls of the Statistical Bureau during the holidays.

Benjamin Gilmore Miles of the Revising Bureau, Freight Auditor's Office, spent the greater part of a week and the greatest part of his bankroll during a holiday in Florida.

Miss Virginia Martens of the Freight Auditor's Office was an important member of the cast of "Under Cover" which was staged at St. Alphonsus Atheneum on January 17.

Mrs. "Chuck" Woelffer, formerly Louise Leins of the Freight Auditor's Office, entertained a group of friends at a New Year party.

La Crosse-River Division Items

Eileen

IT IS just fifty years ago today, January 15, 1882, that the following appeared in the Milwaukee Sentinel:

"LA CROSSE—Though no lives were lost, one of the most expensive wrecks in the history of the St. Paul Road occurred yesterday. Two trains crashed into one another on the bridge over the Mississippi and some five freight cars into the muddy water below. The damage to the bridge is estimated at \$50,000."

Conductor John G. Pate and Mrs. Pate are on an extended trip to California and Southern points. Among others who are vacationing in California, or the Sunny South, are Agent Phillips of Wauwatosa and Mrs. Phillips, who are on a Western trip, and Mr. and Mrs. Pete Hanson, who have gone to Florida to escape the cold weather.



The night was one like you read about, foggy and dark. Stock loading was in progress in Portage Yard, when a chorus of yells mixed with profanity could be heard near the loading gate. A poor bewildered calf had got away, and was headed for the bright lights, closely followed by Ralph Jorns and Al Longbecker. After a long and exciting chase, Mr. Calf was corralled in the switch shanty. The next thing was to get him back to the stock yards, but the ever-resourceful Ralph decided to get Pat Riley to bring down a rope from the roundhouse, but in a few minutes Pat appeared, but without a rope. More thoughts, deep, profane and otherwise, and finally it was decided that Ralph should be the skipper, to steer the calf by his tail, and Albert the pilot, holding his ears.

The long journey started. Every few minutes Albert's lantern would sweep close to the ground in a vain search for a rope to tie Mr. Calf, and every time the lantern bobbed down, the poor animal would bend his head also, in a vain search for food. Feeling the march to the stock car altogether too slow, Ralph took a couple of twists in Mr. Calf's tail, which caused Mr. Calf to suddenly rise his head, catching Albert under the chin, nearly knocking him cold. Eventually, however, the calf was brought back safe and sound, and deposited at the stock yards, none the worse for wear.

Another of our veterans has left us and sallied forth into the Great Unknown. Mirt Sullivan, long time baggage man and warehouse foreman at Sparta, passed away at his home at Sparta on December 23rd, after a lingering illness. He was 68 years of age. Funeral services and burial were at Tomah.

Mr. W. F. Freeburn, Storkeeper at Wausau, has entered the hospital at Rochester, Minn., for treatment. We all hope that he will be back with us again feeling fine.

Mr. B. F. Hoehn, Asst. Superintendent at Wausau, has been ill, and we wish him a speedy recovery.

Operator Bob Williams has taken the third shift at Menomonee Bridge. Chas. Higgins has taken Bob's place, working the third trick at

Quite often an argument arises as to how Camp 20, the east yard office at La Crosse, derived its name. This is how. In the early nineties there existed in Chicago a secret society known as the Clan Na Gael. Their Camp was known as Camp 20. Quite a tragedy is connected with this Chicago Camp. A Dr. Cronin, Chief of the Clan, was mysteriously done away with, and it created a future in the country at the time. Here is where Camp 20 the East yard office comes in. The majority of the clerks and switchmen employed in the east yard at the time

were of Irish extraction, hence the name Camp 20. It was given at first as a joke, but developed into a reality, and the name has clung to it ever since.

On January 14th at Portage, and on January 15th at Wabasha, very enthusiastic Claim Prevention meetings were held. Those present all had valuable suggestions to offer in line with claim prevention work. It was a pleasure to listen to the forceful way in which the claim situation was presented by Mr. C. R. Dougherty, representative from Mr. Ennis' office. We all know that while much has been done in this line, there is still a great opportunity in this field, and we are out to make a good showing for 1932.

Conductor Ray Long is home and coming along fine after four weeks' treatment at the Mayo Hospital in Rochester. Mrs. Long, who was seriously injured in an auto accident at Winona while on her way to visit Ray, is also at home and getting along nicely.

Passenger conductor E. J. Brown has resumed work after a four week's vacation.

Mr. W. R. Deakin, Agent at Fall River, who was injured in an auto accident on December 31st, is recovering nicely.

Dub. Ill. Divn.—2d District

E. L. S.

WE FORGOT a most important news item in the January issue of the Magazine, and that is a wedding announcement. Walter J. Rellihan, Operator and Extra Train Dispatcher was united in marriage to Ardele Cosley, at Waldorf, Iowa, Nov. 28th. It was quite a surprise to us, Walter, and we think you were quite brave to take this step at this time, but our best wishes go with you for a long and happy wedded life.

Our friend F. Ickes (Boley) Chief Clerk to W. F. Keefe, D. F. & P. A., is the proud father of a nice baby boy born the latter part of December.

Milwaukee R. R. Women's Club sponsored their annual Christmas Party at Temple Hall, Thursday, Dec. 17th, and there were about 150 members of the Milwaukee family enjoying this event. At 6:30 P. M. a pot-luck supper was served, followed by a Christmas program consisting of recitations by the children, and later the arrival of Santa with a large sack of fruit and candies for the children.

The club also, under the supervision of the President, Mrs. W. F. Keefe, sent out 50 large and well filled cartons of food, to families in need, and sent 10 baskets of fruit and dainties to the sick. The cost of these baskets amounted to almost \$125.00, which shows that the Women's Club is doing their share in aiding our employes in these distressing times; and they deserve every employe's support, at least to the extent of becoming a voting or contributing member. If you cannot afford much, the small amount of 25c a year makes you a contributing member and would show that you are "with the Club" in their undertaking of helping those less fortunate than we are. If all other classes of employes gave them their support like the Shopmen do when they are working, they could do a great deal more work than they already have done. Let's have your support, so that the good work can be continued!

Agent Peter Ott, of Preston, Minn., is seriously ill at his home.

Through the Milwaukee Employes Fuel and Medicine Fund, seven cars of coal have already been distributed to needy employes at Dubuque, and quite a number of employes have received relief in the line of medicine. Almost 200 employes are being taken care of, and it is thought quite a few more cars of coal will be needed before the end of February. This shows that we will need more money, and your pledge card subscribing \$1.00 or more will be greatly appreciated.

Agent E. Hurley spent the holiday period with his mother at Edgely, N. D.

Second and Third Trick Operators taken off

at Gordons Ferry, Opr. Jess going to Preston to displace Opr. Marshall, and Opr. Kretz displacing Agent House at Volga City. Agent House is relieving Agent at Mabel.

Tom Jones, Dubuque Roundhouse, has been under the weather for some time, and we hope that he will recover soon.

Engr. Glen Elmer died at Finley Hospital, Jan. 7th, after a short illness, and burial made at Linwood Cemetery, Jan. 9th. Sincere sympathy extended to his bereaved widow and family.

Mrs. C. A. Raine, wife of Condr. Raine, died at Chicago, Jan. 9th, following a short illness. Sympathy is extended to bereaved family.

The appointment of George A. Semmlow as advertising agent of the Milwaukee Road with headquarters in Chicago effective Jan. 1, was announced today by W. B. Dixon, general passenger agent of the railroad.

Notes from Tacoma Local Freight Office

By F. J. Alleman, Agent

MR. RENE R. THIELE, our former correspondent, having left our confines and being now located at Raymond, Wash., as cashier our news column from here has been sadly neglected for several months. Many changes have taken place since his leaving that have not been recorded, and we will make an effort to type a few of these changes.

We sincerely regret the loss of Mr. H. W. Williams, Supt. of Motive Power, and his entire office staff from the upstairs of the Tacoma Freight Office, Mr. Williams having been transferred to Tide Flats to the office formerly occupied by Mr. Wright, D. M. M. He and his entire force were splendid neighbors and we certainly miss them. However, we have been compensated by his former office being re-modeled and is now occupied by the Tacoma Chapter of the Milwaukee Railroad Womans' Club, and from what we have seen of them during the short time they have been with us we are going to like them, and hope to have many pleasant visits with them and especially will we enjoy the monthly luncheons. They are wonderful workers and have already demonstrated to us that they are doing real charity in these trying times, twenty-eight well stocked baskets were sent out for Christmas, bringing joy to that many homes who would otherwise have had a very dreary Christmas, but they did not stop with Christmas baskets and hardly a day passes but what they are distributing clothes and food as far as their means will permit. We are with you one hundred per cent, and stand ready to help whenever you need us. We wish you all success in your new home and hope you will enjoy the same.

Mr. Fay F. Clover is now claim clerk, having displaced Mr. Powels who held this position for many years with a great deal of credit to himself.

Mr. Powels has displaced W. B. Alleman as warehouse foreman and also demurrage clerk, these two positions having been consolidated.

W. B. Alleman has displaced Lester E. Prescott as asst. chief yard clerk on second trick Tacoma yard, the position he held many years ago, and he says change of hours in sleeping is not what it used to be, and will take him several months to get acclimated.

Lester E. Prescott has taken the position as night watchman at Dock No. 2 from 3 to 11 P. M. Lester likes Tacoma so well he would not bid in at Seattle.

Frank C. Clover, one of our oldest employes in years of service with this company, has taken the position as night watchman at Dock No. 2 from 11 P. M. to 7 A. M.

Andrew Norwood has taken the position of janitor at Passenger Station and Freight House and is kept busy from 4 P. M. to midnight.

Orvill C. Cardle has displaced Miss Marty as steno and general clerk at Local Freight Office.

Miss Marty, having taken a ninety day leave of absence, is at present writing visiting relatives in Wisconsin.

Joseph A. Gordon, formerly stower in local warehouse, is now our messenger, and the way he moves around certainly does not show the years that are back of him.

While our forces are considerably depleted, those remaining are making every effort to carry on the work and will do all they can to increase our business by giving tips of prospective freight and passenger business. Our 1932 slogan is: "No accidents, courteous treatment of our patrons and prevention of claims, which means more business."

I. & S. M.

V. J. W.

THE host of friends of Patrick H. White, veteran agent at Faribault, were shocked to hear of his death, which occurred very suddenly at his home in Faribault at 2 P. M. Sunday, December 27th, following a heart attack. Mr. White was 70 years of age and had been with the company for 47 years. He had been agent at Faribault since 1895. Mr. White was very active in civic and Masonic circles and his loss will be keenly felt in the community in which he spent the greater part of his life. Funeral services were conducted at Faribault Wednesday, December 30.

The many friends of Tom Clancy, veteran I. & M. Division engineer, will be sorry to learn that he has been very sick at his home in Minneapolis since shortly before Christmas.

On January 9, 1932, Iver Thompson of the Austin Roundhouse force completed 50 years of service with the company. Congratulations, Mr. Thompson, and may you enjoy many more happy anniversaries of this enviable record.

We are indeed sorry to hear that S. M. Conductor H. F. Putney was taken seriously ill January 6. He was rushed to St. Olaf Hospital, in Austin, where an emergency operation was performed.

Boilermaker Geo. Sprague is returning to work at the Austin Shops January 18 after a two months' illness.

We are sorry to hear that Mrs. John Teff, wife of I. & M. Division Engineer Teff, has been very ill and is undergoing treatment at St. Olaf Hospital in Austin.

I. & M. Division Engineer John Johnson and family are spending the winter on the West coast.

Barney Thompson and Jake Schow of the Austin Roundhouse force have been off sick the past month.

On January 20 the Austin Roundhouse, with a force of 100 men, completed three full years without a reportable or lost time injury. This is indeed a commendable showing and the men and officers may well feel proud of the fine record.

Joe Hillan, former boiler foreman at the Austin Shops, has recently received the appointment as State Boiler Inspector in Mower and Dodge counties.

Frank Falkingham of the Mechanical Dept. plans to return to Rochester January 24 for further treatment. Mrs. Bernice Sherman will relieve him at the Mechanical Dept. Office.

Due to 3rd trick at Faribault being discontinued, Operator P. W. Haling is displacing Operator L. D. Baker at Montgomery Tower.

Dispatcher and Mrs. C. M. Aughey spent a few days early in January with relatives in New Sharon, Iowa.

Traveling Inspector and Mrs. O. E. Bradford and son, Robert, spent New Year's with relatives in Kansas City.

Baggage man and Mrs. J. D. Williams spent New Year's with relatives in Hillsboro, N. D.

Dispatcher Clyde Peed is on the sick list for a few days.

Agent B. D. McGinn of Farmington is reported as very ill.

Agent and Mrs. Harry Hanson of Owatonna

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T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

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are daily proving their merit.

T-Z Railway Equipment Co.
14 East Jackson Boulevard
Chicago, Illinois

returned just before Christmas from a trip to California.

Agent and Mrs. Fred Edwards of Albert Lee left January 14 for a visit in California.

Curtis Crippen of the Engineering Dept. has been transferred to the Kansas City Division.

Loras I. Evans of the Engineering Dept. at Savanna has been transferred to the I. & S. M. Division.

Harold Rappe has taken the position of Road-master's Clerk in the Engineering Dept. at Austin.

Merrit S. Olson is now working at Lime Springs.

Operator Lester Olson, 2nd trick Austin Yard, took a few days off about December 21. When he came back with the cigars he announced that the young lady was Miss Ruth Donahue before she became Mrs. Olson. Congratulations.

The boys in the Supt's. Office could not figure out "Scotty's" hasty trip to the store across the way the other day until a more careful check disclosed that the frost on the window obscured the view of a large display ad with the exception of the word FREE.

We note that Yard Master J. M. Plum has branched out into a new business venture. He is now proprietor of the "Rosebud Dairy," the home of contented cows and concentrated vitamins.

Further reports from upstairs indicate that Violet Beatty was unable to complete her trip to Coon Rapids due to the severe storm, but had to stay over at Carroll. We still believe that she got to Coon Rapids, as she came back with a new fur coat.

We have a few New Year Resolutions that we think will be kept for some time: O. E. Bradford, Resolved to stay on the straight and narrow (pavement); Verne "Moco" Evenson, Resolved to take no more stray dogs home, not even Cricket; Robert McCoy, Resolved to do his hunting outside the yard.

Our recent case with the mysterious cow calls to mind the following story: The defendant on the stand became exasperated with the cross examination and jumped to his feet shouting, "I want justice, I want justice." The judge rapped for order and reprimanded the offender with, "The defendant will remember he is in a court of law."

And just a word of greeting to Old Eppy, the cop.

Iowa Middle and West Divisions

Ruby Eckman

FRIENDS on the Iowa division learned with regret of the death of passenger conductor William Lally, which occurred at the home of his son, Charles, in Oregon, Wis., the middle of December. Mr. Lally, who was one of the senior conductors on the Iowa division, has been on sick leave for several years, being a sufferer from arthritis. Funeral services and burial took place at Madison, Wis.

The storm which damaged telephone and telegraph lines on the Iowa and Des Moines divisions the last day of December, resulted in three of the former Perry maintainers being on the division. There was so much work to be done in connection with repairs to the lines that several maintainers were sent to the division. John Lane, James Long and Clyde Hamilton were all sent out to the division.

Calvin Carhill, one of the pioneer residents of Perry, died at the family home the latter part of December. Mr. Carhill has two sons with the Milwaukee, Scott, a switchman in Perry yard, and Harry, an engine hostler.

Fireman Howard McLuen and wife are the parents of a son born to them on New Year's morning. The little fellow is a grandson of engineer Carl McLuen.

Conductor B. F. Gable spent some time the fore part of January at Dubuque with his mother, who has been quite ill.

Clarence Baum, for twenty-two years a train-

man on the Middle Iowa division, died at his home in Perry, January 5th. Mr. Baum had been ill but a few days and his sudden death was a shock to his family and friends. Burial was made in Perry.

Engineer Elmer Clothier who for the last three years has been on leave of absence, while employed as service engineer for the J. S. Coffin, Jr., Co., has returned to Perry to resume work in engine service. Some of the service engineers have been temporarily laid off by the company with whom Elmer was employed.

Earnest, Jr., the little son of Conductor and Mrs. E. A. Rumley was quite seriously sick for about three weeks being threatened with pneumonia which was followed by mastoid trouble.

Operator H. H. Dollarhide and family were called to Lincoln, Neb., the fore part of January by the death of Mrs. Dollarhide's father. Death followed an accidental shooting.

Mrs. E. S. Ferguson, whose husband was one of the dispatchers in the Perry office a good many years ago, died at the family home in West Palm Beach the fore part of January. Mr. Ferguson went into the furniture business after leaving the service of the company, later moving to Florida. The husband and one son, Harold, survive.

Machinist Frank Wagner had to do his own cooking for a couple weeks during the holidays as Mrs. Wagner and Donna May went to California to spend the vacation with relatives and friends.

Water Supply-man Thomas Johnson was off duty a couple times the fore part of January, first on account of the death of his wife's brother in Rippey and again on account of the death of a niece in Muscatine.

Mrs. F. W. Elder and her grandson, William Kuykendall, who is staying with her this year while he finishes his high school work, went to Pittsburgh, Pa., to spend Christmas with the Jack Kuykendall family who are temporarily making their home there. Jack is employed by a pipe line construction company while business is slack on the road.

Miss Elsie Elsberry, daughter of one of the Perry round house men, had an operation performed at the Perry hospital the latter part of December.

Frank Murphy, who is attending the Coast Artillery School at New London, Conn., and Cadet Fred S. Bauder, who is at West Point, were home to spend the holidays with their parents.

Ralph Murphy and wife are again residents of Perry after having lived in Cedar Rapids for a few weeks. Ralph was on a job at Perry freight office which was abolished several weeks ago and happened to bump in on another job at Cedar Rapids which was abolished the first of January. He came back to Perry and took one of the yard checker's jobs.

The consolidation of the territory of the Chief Carpenters under the supervision of Mr. Farley who has his office at Marion, meant the removal



Alvena, Leonard, Teresa, Angeline and Charles, Children of Section Foreman A. M. Sanftner. Belvidere, S. D.

of Clifford Taylor to Marion to join the force at that terminal.

Conductor Adolph Peterson of the west Iowa division experienced one of those thrills which comes one in a life time and the nice part about it was that the thrill came just before Christmas. Adolph happened to be in Council Bluffs when the merchants were giving away gold to their customers. His number happened to be the ticket which called for \$100 and the Perry conductor was so surprised that he could hardly collect himself enough to go up and claim the money. The five twenty-dollar gold pieces made a nice Christmas gift.

Friends of the family of Thomas Pendy, who for many years was an engineer on the Iowa division, will be glad to know that Harry Pendy, the youngest son of the deceased engineer, has recently been made manager of a fine new theater in Cleveland, Ohio. The theater, named the "Uptown," which was opened recently, has a seating capacity of four thousand and is said to be one of the classiest in the East. Harry started in his professional career with one of the picture houses in Perry as a pianist and when one of the managers moved East he took the young man with him as he saw possibilities for Harry if he had an opportunity in the right field. It is gratifying to his many friends to learn of his latest appointment.

The family of Earl Lane, who works on the clam shell loading coal at Perry, had a peculiar experience the middle of December. Mrs. Lane bought some bananas and when she was breaking them apart to use them found a tarantula. It appeared to be dead so she dropped it in a pan with some garbage and shortly afterwards when she emptied the pan the spider was gone. A thorough search of the house failed to locate it and it was some time before the family got over the feeling that the poisonous insect might still be in the house.

Conductor H. W. Lee and wife were the victims of a surprise party planned by their daughter to help them celebrate the fortieth anniversary of their marriage. A group of friends were invited in for the evening.

James Wagner of Perry received word the fore part of January of the death of his only brother William which occurred at Pocatello, Idaho. The Perry man was unable to attend the funeral services on account of sickness.

George Miller, the second oldest engineer on the Des Moines division engineer's seniority list, died suddenly at his home in Des Moines, December 29th. Mr. Miller had been with the Milwaukee since 1887. For some time he has held the turn around passenger run between Madrid and Des Moines. He went into Des Moines on his regular run at seven o'clock in the morning, but when he got up in the late afternoon complained of not feeling well and died within a short time. He was 65 years of age and is survived by his wife and two grown sons.

Car inspector John Reel and family were called to Omaha the latter part of December by the sudden death of Mrs. Reel's father. Mrs. Reel has been making frequent trips to Omaha as her parents are quite old and she had gone to Omaha just before Christmas to spend the day. Her father was taken ill while they were visiting and passed away within a few minutes.

Chicago Terminals

Guy E. Sampson

A REAL brand of California weather around Chicago has assisted our railroad to keep summer trains moving on schedule time. "On time," "Safety First," and "Increased Business" is the watch words of every Chi. Term. employe.

Another change in supervision has been made in the Bensenville yards this month. Yard Master Harry Stockwell, who has had charge of the Puzzle yards for a number of years, has been transferred to the foot board yard master's position at the south hump yard in place of Wm. Walthers and General Yard Master H. E. George has had Stockwell's former duties added to his numerous jobs. Just a little more

economy during the depression which everybody is hoping will soon take a turn for the better. The holiday season this year sure showed the effects of slack business but since those dark days have passed business seems to be on the incline and everyone is beginning to have hopes of returned prosperity.

We are informed that a number of Roy Hayden's many friends helped him start the New Year, and while not as many as was expected to attend were there, those who were at Mr. Hayden's home that evening enjoyed themselves immensely.

The George Shaw family enjoyed a visit this month from B. & O. Ry. Engineer Arthur Bissel and wife of Pittsburgh. Mrs. Bissel and Mrs. Shaw are sisters.

Jack McDonnell, who after two elections and a hearing was elected to the office of local grievance man for B. R. T. Majority Lodge 119, has been in Minneapolis attending a meeting of the committee.

The most profound sympathy of all Chi. Term. employes is extended to the sad family of switchman LeRoy Schuler, who while returning home from his work in the Bensenville yards, by auto, was the victim of a fatal auto accident from which he died Jan. 8th. His father has been an employe of the company for many years and he had one brother, who is an engineer, and another brother, a switchtender for the company, as well. He also leaves a wife and three small children to mourn his early demise.

News from Bensenville Roundhouse

Mr. H. R. Abraham, our Asst. Division Master Mechanic, has a new Packard. The Paige is out of his life forever. In other words, his page of yesterday has been turned over, and the new page is a Packard.

Mr. Patrick Carey, the Dispatcher, is still good with his Irish Reels. He surely keeps young looking.

Mr. C. L. Oswald and Mr. Robert Richerson still eat in Carey's Lunch Room. What do you say, Pat?

Chief Clerk Ells is thinking of going in the towing business. It seems he did a big job of this kind one cold payday night!

Art Larson, Assistant Foreman, is laid up with a bad cold.

Hurry up and get better Art, and say, while you are convalescing, practice up on your "500."

Train Director James Kirby enjoyed a 4-day vacation this month, around home while relief director "Kickapoo Sampson" handled the phones broadcasting from the Director's Office on the 7th floor of the North Hump office building.

Chief Clerk Joe Burk: "Say, Mike Cavallo, will you feed those three bulls in that car on the scale track?"

Mike: "Sure, but I don't know anything about bulls."

Jack Norton: "Wait and I will call Mike Duffy, the Yard Master; he has the reputation for handling the bull better than anyone in the Terminal, and how."

Bill Zuehlke, the car foreman at Western Avenue, is not only a safety first story teller, but he is also a high fence jumper. Ask Bill, he will tell you.

Ed Kinsella, the iron man switchman, for the first time in years was off on the sick list and is back on the job again.

The boys at Western Avenue are grooming Joe Finley for Hoover's next cabinet. As Joe is as dry as the Sahara sands.

Charley Stockwell, team truck boss, was seen on Madison Street at 10 P. M. Guess he must have got lost. This is a long way from home.

Switchman Marquardt says that they now have a newspaper in Wausau. It was left there by a salesman.

For the information of the members of the St. P. & P. Athletic Assn. Treasurer Joe Burk has been refunded \$8.75 from the West Town Bank Receivers.

I see Joe is sporting a new hat, says it cost 8 "bucks."

There will be a meeting of the Association after the first of new year.

The boys around Western Avenue, during the holidays, enjoyed the cigars passed out by our big-hearted day yard master.

Officer Tom Conaugh wants to know how a man can be Scotch and still be born in this country.

Bill Zuehlke, our car foreman, says he first heard of safety first when he was a boy in the old country. He was taught safety first by a tailor in Germany and still practices it.

P. F. I. Wilson is sporting a new pair of Oshkoshes. He sure needs them now that the charcoal season is on.

Bill Griepke, our industry clerk, is talking prosperity to his friends, the traffic boys, in the Western Avenue district. Bill gets what business there is as they are all Bill's friends.

Joe Finlanson, switchman, says he is a Republican because his grandpa and his pa were, and what is good enough for them is good enough for him.

Mike Cavallo is getting the blueprints ready for the new home he is planning on building at Bartlett, Ill.

Hear about the latest "Daddy" amongst our employes? It's none other than Wesley Erickson, clerk in the Car Department Office, Western Avenue, whose wife presented him with a little girl, Dolores, on November 21st, 1931. Candy tasted good, "Wes."

Kansas City Division

C. M. G.

MANY of our Milwaukee employes were out of town during the Yuletide season and for a number of Milwaukee families it was a homecoming and reunion time.

Chief Dispatcher L. H. Wilson and Mrs. Wilson visited in Ottawa, Kansas, as guests in the home of Mrs. Wilson's parents. Returning to Ottumwa they were accompanied by the mother of Mrs. Wilson, who will be a visitor in Ottumwa for some time.

Mr. and Mrs. G. C. Sheridan were in Minneapolis for the celebration of Christmas, visiting in the home of Mr. Sheridan's mother.

Mr. Munson and family were guests in the home of Mrs. Munson's parents in Marion, Iowa.

Ed. Dornisfe went to Waucoma, Iowa, to spend Christmas with friends, where he remained for several days following.

Father of G. E. Stickler, of Chicago, was in Ottumwa for Christmas and remained until December 27 as a guest of his son.

CORNS-SORE TOES

—relieved in ONE minute by these thin, healing, safe pads! They remove the cause —shoe friction and pressure.

Dr. Scholl's Zino-pads



Sizes also for Callouses and Bunions

MORE TONNAGE

More tonnage hauled per locomotive is but one of the advantages of preventing foaming with "B-A Anti-Foam."

Terminal delays are reduced, train movement is speeded up; fuel and water consumption costs are cut and lubrication is improved.

Bird-Archer water treatment engineers and laboratories are always at your service.

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THE FAIR

Dependable with Long Life

Those who use the FAIR Rail Anti-Creeper appreciate that it is a device of quality precisely made, simple and easy to apply, dependable and that it has a long life.

THE P. & M. CO.
Chicago • New York

Josephine VanderMeulen spent Christmas in the home of her parents in Des Moines.

Mrs. Jno. Hydt, Kansas City, sister of Mrs. Dave Higbee, spent Christmas and the following week-end in the Higbee home.

Raymond Morlock, son of James Morlock, and family, of Urbana, Ill., were guests in Ottumwa at the Morlock residence during the holidays.

Francis Barnoske, Hastings, Nebr., son of Roadmaster Barnoske, was at home for the holiday season. En route to Hastings, on his return trip, he was accompanied by his mother as far as Council Bluffs, Iowa.

Wm. B. Reynolds, student at Cornell University, and McGill Reynolds, attending Harvard, sons of Conductor Mike Reynolds, were at home for Christmas and had as guest Karl McCrum of Kansas City, son of Engineer McCrum. Moss Daugherty, son-in-law of Mr. Mike Reynolds, a student at the University of Kentucky, Lexington, Ky., was also a house guest in the Reynolds home.

Mr. and Mrs. T. H. Kemp had as guests during the holiday season their daughter and son-in-law, Mr. and Mrs. L. H. Akers, of Libertyville, Ill.

Mrs. J. V. Tuomey and daughters, Mary Bell and Nancy Jeanette, went to Harington, Kansas, for New Year's, and to attend a family reunion in the home of Mrs. Belle F. Mullen, mother of Mrs. Tuomey.

J. A. Mooney and family visited with relatives in Mercer, Mo., for New Year's Day. Hurst Mooney, the eldest son of Mr. Mooney, recently recovered from an appendicitis operation. He was a patient in the St. Joseph Hospital during December.

A very welcome visitor in the office of the superintendent was Mr. R. C. Hempstead, of Milwaukee, Wis., who, with Mrs. Hempstead and daughter, Louise, were visitors in the home of Mr. and Mrs. H. C. Cogswell the week-end of January 2. It has been quite some time since Mr. Hempstead favored us with a visit and we were all glad to see him.

Wm. Costello spent several days during the latter part of December at Excelsior Springs, Mo.

Conductor F. E. Cox is at the present time attending a convention of trainmen in Milwaukee. Assistant Accountant Henry J. Bowen is still confined to his home by illness, having been off duty since the early part of December. We wish him a speedy recovery.

A. C. Tubaugh, Chillicothe, Mo., spent a vacation during December visiting in Detroit, Mich.

TO END

Another month has passed away;
Another hair has appeared each day,
And the time has come when it can't be done
To count the hairs over one by one.
Don't give up, just continue to try,
And you'll have a moustache, by and by.

From the Cross Roads of the World

Roberta Baer

THE prospects look bright for an increase in the stone business out of the Bedford district. Contracts have recently been awarded for several large building projects on which Bedford stone will be used.

Some of these projects are: Radio City at New York, N. Y., which will require 2,500 cars, also the post office building for the city of Chicago, Ill., on which approximately 600 cars of stone will be used, and the Pittsburgh, Pa., post office, which is about as large as the Chicago post office. 250 cars will be required for the Kansas City post office and 200 cars for the Worcester, Mass., post office. 150 cars will be used on the new Marshall Field building in Chicago, also quite a large number of cars for various smaller projects on which Bedford stone will be used, including quite a few post office buildings in various parts of the country.

The Milwaukee railroad is hopeful of handling its share of this attractive business.

We are still having an unusual amount of rain

Forty

for the month of January and the main streams are bank full.

A Safety First meeting was held at West Clinton December 16th with 182 employes from various departments in attendance. Mr. V. Hansen, District Safety Inspector, was also present. Various matters of importance were discussed.

The annual Milwaukee Employes' Children's Christmas Party was held in the Red Men's hall, Terre Haute, on Tuesday evening, December 22nd, with over five hundred of the Milwaukee family present for the occasion. The smiling faces of 209 "kiddies" welcomed jolly old Santa Claus, who gave each one a toy and large box of candy, nuts, apples and oranges. Three hundred additional boxes were later sent to children on the division, who were unable to be present.

A large Christmas tree, beautifully decorated, provided a festive scene for the party, and a most delightful program of dances, songs and readings was enjoyed by all present. Supt. Valentine extended a cordial welcome and the season's greetings.

Many useful raffle prizes were won by the following people: Helen Wardell, Morgan Kyle, Charles Wardell, Frank Nelles, Neil Exo, Faithorn, Ill.; D. A. Milljour, Sheldon, Ill.; G. W. Armstrong, Cheneyville, Ill.; Wm. Stakely, Danville, Ill.; C. O. Nash, Roy Newton, Percy B. Hoover, Edward Acton, West Clinton, Ind.; Jim Carr, Christine Hammond, Steve Effinger, George Tonks, R. M. Burns, Mrs. Ben Carr, G. E. Marshall, Terre Haute, Ind.

This party was planned and arranged by officers and employes of the Milwaukee. Mr. M. J. Gruber, Assistant Superintendent, was general chairman. Much credit for the success of the party should be given Mr. B. S. Carr, who acted as chairman of the Finance Committee, and Mr. H. J. Surdan, Secretary-Treasurer of the Committee. The Purchasing Committee was composed of Messrs. C. W. Pearce, M. C. Faris, and Mesdames R. M. Blackwell and V. E. Engman. The Entertainment Committee was Alice M. Church, Joe Dede and C. H. Reedy. Space does not permit mentioning names of all who helped to make the party a success but their assistance was greatly appreciated.



W. E. Ness, Section Foreman, Conata, S. D., and Sons, Daniel and Gerald

Iowa (East) Division and Calmar Line

John T. Raymond

MR AND Mrs. J. T. Gallivan left Marion January 4 for Long Beach, Calif., for the winter, they expected to stay several days in New Orleans, Mobile, San Antonio and Phoenix, Ariz., enroute.

R. L. Taylor takes position as wire chief of Marion and M. J. Marchant as 2nd trick operator during Mr. Gallivan's absence.

Operator A. J. Campbell has been appointed agent at Atkins and O. P. Byrd 3rd trick operator at Atkins Yard.

Operator J. A. Kelly is working 2nd trick Atkins Yard, while M. J. Marchant is working in M. A. office, Marion.

Agent J. Maloney, who has been at Sabula

since the 70's, has taken an indefinite leave of absence. Relief Agent E. E. Swartz is relieving him during his absence.

Fred Schweikert was born at Elk Port, Iowa, March, 1857, and died at Green Island, Iowa, January 10, 1932, after a very brief illness. He began work for the Railway Company as laborer at Green Island, Iowa, in 1886 and was made section foreman there in 1887, where he has resided since that time. He was survived by a son, Albert, of Dubuque, and a daughter, Mrs. O. A. Burnett, of Green Island. His funeral was held at Green Island Wednesday, January 13, the remains were laid away in the cemetery about three miles from Green Island.

Mr. Schweikert had been with the Railroad Company for a long term of years and had a large acquaintance among the officials and employes of the system and was held in high esteem by all of them. He was faithful in all that was expected of him and has gone to his reward.

The Employes Magazine extends heartfelt sympathy to the surviving members of the family in their bereavement.

Section Foreman Sam Woll, who was hurt by an auto at Elwood early in December and taken to a hospital in Maquoketa, has been finally taken to his home at Spragueville, where he is recovering nicely.

Leverman F. W. Bowers of Sabula Bridge has been off several days at home. He was succeeded there on day trick by Operator E. F. Clausen, who will work there until Mr. Bowers' return.

J. C. Boyle of Store Dept. at Cedar Rapids was injured on one wrist while cranking an auto for another party Sunday, January 3, and on Monday fell on the ice at Marion, breaking the other arm. This is a piece of hard luck generally deplored by his railway friends in the community.

Conductor Wes Pulley has taken a 90-day leave of absence on account of his wife's illness. Conductor A. E. Young is relieving on the Monticello-Oxford Junction wayfreight and L. A. Franke is braking in Young's place.

Conductor Wm. D. Shank spent Christmas at home in Marion, W. I. Farrell relieving on the Cedar Rapids-Calmar passenger.

Train Baggage man J. M. Murphy has been off since Christmas account sickness. Otto Keckhaefer is relieving on Nos. 3 and 4 between Chicago and Marion.

Perry Arbuckle bid in the Milwaukee-Davenport braking job on Nos. 125 and 126, going to work December 30.

Passenger Conductor F. B. Cornelius went to Milwaukee January 4 to attend a meeting of the General Committee of the O. R. C., Conductor W. I. Farrell relieving on Nos. 7 and 8 between Marion and Omaha.

Brakeman R. C. Seager went to Minneapolis January 4 to attend a meeting of the General Committee of the B. of R. T.

Passenger Brakeman A. R. Talbott, who has been on the reserve list for several months, has opened up a lunch room in the old Rubeck's Cafe at Marion. "Heavy" has a nice, clean place and his many friends on the railroad wish him success in his new venture.

Passenger Brakeman A. F. Hutchins, another reserve list man, has also gone in for "interior decorating" and is operating the "Spanish Hut" on the boulevard west of Marion. Arthur has had considerable experience in this line, so he ought to know what it is all about.

Train Baggage man Charlie Hayward laid off December 9 and with his wife went to Rochester, Minn., to go through the Mayo Bros. Clinic.

Friends of Mr. and Mrs. Robert Cessford of Marion surprised them at a watch party, evening of December 31. Bridge and music were enjoyed during the evening. A picnic supper was served at midnight. Among those present was Mr. and Mrs. Frank Cleveland.

Mr. and Mrs. L. R. Curtis have gone to California to spend the winter with their son.

They have sold their 10th Street residence at Marion.

Mrs. J. L. Roberts of Marion spent several weeks at a Cedar Rapids hospital. She went there for an operation and is expected to get back to normal health before long.

W. R. Pollard of Marion passed away at his home Wednesday morning, January 6, after a long illness. Mr. Pollard was 77 years of age and was born near Martelle, Iowa. He came to Marion about forty years ago, where he has lived since that time. Surviving him are his widow; one daughter, Mrs. Ethel Frush, of Marion; and one son, Walter Pollard, of Tama; a sister in California and eleven grandchildren.

Mr. Pollard had been with the Milwaukee as brakeman and baggageman for 44 years and was a member of the Milwaukee Veteran Employees Assn. He had many friends on the system who greatly regret his death. The funeral was held at Marion Friday P. M., January 8. The remains were taken to Martelle for interment.

The Milwaukee Employees Magazine extends sincerest sympathy to the remaining members of the family in their bereavement.

Mr. and Mrs. W. R. Barber left Marion December 14 to spend the holidays with their daughter, Mrs. D. C. Conwell, and family of Halstead, Kan.

Mr. and Mrs. Walter Applegate of Perry spent the holidays with relatives at Marion.

Mrs. Jennie M. Van Der Cook was at the Milwaukee Women's Club dinner at Marion Saturday evening, January 9. She had sufficiently recovered from a fractured right arm to mingle again with friends. This accident came as a result of trying to do something for charity's sake.

A Safety First Meeting was held at Cedar Rapids passenger station Thursday evening, December 17, presided over by Supt. A. J. Elder. There were 83 present.

In the course of the Chairman's remarks the number of accidents new and otherwise were mentioned and everyone cautioned to think Safety First and act Safety First. A number of remarks were made pertinent to the subject by a number present.

A traffic meeting was held at Cedar Rapids Tuesday 22, presided over by Supt. A. J. Elder. Matters were gone over carefully as to handling and securing traffic.

Twin City Terminals

Leda Mars

THE ex-service men of the Twin City Terminals living in South Minneapolis are forming a new Post of Veterans of Foreign Wars to be known as the Star Spangled Banner Post and located at 38th and Minnehaha Ave.

A check-up reveals all the eligible boys except two belong to this gold stripe organization and one does not belong to any organization.

Mr. J. H. Brown, aged 74 years, passed away Jan. 5, 1932, at the home of his son.

Mr. Brown began working for the Milwaukee Road at Elevator B in 1899 and was transferred to the local freight office in 1910, where he worked until about three months before his death, when he retired on a pension.

Sympathy is extended to his family by his many friends and coworkers.

Mike Ahern of the accounting office, the big rabbit hunter, received a cigar from his Scotch friends, Bob Noot and Toney Schwaab, but they had smoked three-fourths of it before mailing.

Henry "Beh" Gray has a new dog with a Bark.

John Ritter likes the cold weather because he doesn't have to worry about his Ford being stolen, as they couldn't start it.

The local freight office boasts of perhaps the most versatile force of office boys on the system. In addition to their regular duties, one is a pugilist, one a gigolo and one an orator of no mean repute (he who has the 26th of December stamped indelibly on his mind). Last but not least, one

is so dutiful that the boys of the Bill Desk have decided to buy him a "GOLD" watch.

Miss Genevieve Mullany of the local freight spent several days the first part of January visiting friends in Winnipeg, Can.

Broadcast from the Madison Division

A. C. E.

CHAS. WELCH of Madison Roundhouse is at present confined to his home with influenza. This is the first time we have known Charlie to be off on account of sickness.

Jack Fitzgerald, Prairie du Chien, one of the oldest Engineers on the Madison Division, is asking that the Enginemen and others who happen to be at Prairie du Chien pay him a visit. Jack has been unable to work for several years and is always glad to visit with the men he used to work with.

Thomas Goggin, Engineer, has all his passes for Key West. We understand he will also visit Cuba. That isn't a bad idea, Tom.

We are sorry to hear of the serious illness of B. H. McNaney. Mr. McNaney for many years has acted as Chief Train Rules Examiner.

The quarterly Claim Prevention Meeting was held at Janesville last Friday and was well attended. Keep up the good attendance in the year 1932.

We wonder if the fellows attending the Safety First Meeting last week saw Tom Kelly and Dan Kiley rushing for the same chair. Well, in case you didn't—Dan got there first and when Tom told him he had his eye on that chair, Dan replied, "That's nothing—look what I got on it."

If the price of autos is going up, it is not going to worry Chas. Gregory for he already has his crate on six-foot stilts.

Mr. Whitney paid us a short visit this week. We thought he would "settle down" and stay a few days but I guess he had other plans.

Someone recently asked what or who the Accounting Department was composed of—anyway, the answer was—"Brookfield, Milton Jet. and Middleton."

We learn from the local papers that Frank Maxwell, our former Chief Train Dispatcher, is

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
THREE FORKS, MONT.

KERITE

Insulated Wires and Cables

For All Purposes
Under All Conditions
Everywhere

KERITE
Gives Unequaled Service



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Address Age.....
Occupation C. M. St. P. & P.

running for City Treasurer. We'll all be out to vote, Mr. Maxwell.

Walter Wilson, engineer, is wintering in Florida. Stay longer this time, Walter. You recall the cold spell you ran into on your return last spring. Follow Harry Lathrop's plan—go early and come back late.

And, by the way, mentioning H. Lathrop makes us think of the big fish he says he is catching. Ask him to tell you a "fish story" on his return.

As to our Coal and Medicine Fund on this Division—so far 60 unemployed and needy families have been furnished with coal. From this information you will know that whatever you contributed is being used to advantage.

Dan O'Leary, engineer on the Watertown branch, has holed up for the winter. At present he is painting the basement of his home in Portage but we wager that if this weather continues he will be back on the run in a few days.

Adolph Fishnich, Night Clerk in Freight Office, spent the holiday season at his home in Ellsworth, Minn.

James Coleman, Clerk, Freight Office, spent the holidays at his former home in Boscobel, Wis.

Mr. S.: Here's a bit of poetry contributed by a very witty friend of yours:

Fred Schultz, our handsome copper,
For combs, he doesn't care,
Friend Fred won't hesitate to say,
There is no parting there.
But still a good swift answer
For some fair maiden's prayer.

Is it rumor or fragrance that has definitely assigned Irb Buehler as the official carrier of Limberger cheese?

A Few Flashes from Janesville

The remote control switchboard, formerly in the tower above ticket office, has been moved downstairs in the Ticket Office. The plant is now handled by the Operators in Ticket Office. Crossing Watchmen have been put on duty in the tower to watch the four crossings—Jackson, High, Laurel and Academy. This plan seems to be working out successfully.

Men in the Clerical Department would like to know how Bernard Sommerfeldt can tell in advance where he is going to have his Sunday dinner.

F. A. Matson, Conductor, sometimes called the "Skipper," is wondering when he will resume his run through to Madison to collect the big pay again.

Fred Schultz, noted Milwaukee Road Police Officer, has been at Janesville quite often lately keeping all the boys "straight." He says it is harder than it looks but no one believes him.

Splinters from the Wooden Shoe

Browning

YES it is the Superior Division trying to get back in the Magazine again after a two months' absence.

This Green Bay office sure looks like a cannon-ball struck it. Out of an office of 15 we have eight left. The Green Bay Freight Office has also changed their force around plenty, due to reductions in the Superintendent's office and at other stations. Green Bay station seems to be the lighting place for all of them.

Machinist John Johnson is considering selling lottery tickets as a sideline in the future. We hope you make good, John, and that the tickets you sell have a few winners among them to boost your sales.

(Pee Wee) Leslie Basche, our large drill press man, has been off for several days with a cold but is back on the job looking pale and thinner than ever. Glad to see you back on the job.

Engineer Frank Nemick is now employed out of the General Headquarters of the B. of L. F. & E.

The summer cottage of Engineer Harry Terens was broken into some time ago and a number of articles stolen.

Roundhouse Foreman Downs prophesized a

peaceful morning one day last week. Mike O'Neil came in on No. 63 smiling.

Mrs. Jens Christenson spent a few days visiting relatives and spending her husband's money in Milwaukee doing shopping.

Peter Blesch spent his Christmas vacation in Chicago. He took his son along to protect him from the Chicago gunmen, but said it was not necessary as he was not molested.

Mrs. Helen Worthing, mother of Chief Train Dispatcher A. B. Worthing, died at Houghton, Mich., on January 5 and was buried at Pound, Wis., the old home of the Worthing's. Mrs. Worthing was 87 years of age at the time of her death. Sympathy is extended to the deceased's relatives.

Conductor W. W. Pritchard has closed up his home at Channing for the winter and Mrs. Pritchard and himself are living in Milwaukee while Wallace is in main line passenger service.

Fireman Clifford Huetter started the New Year by spraining his ankle at the Milwaukee Women's Club New Year's Eve Dance at Channing. Cliff claims that he was knocked down and stepped on.

Engineer Jos. Busch has taken the Oconto Branch, and due to changes in runs at Menominee, Tom Adams has taken the switch engine and Jim Reilly has taken the road job.

We have been wondering for some time what caused that satisfied smile on the face of Master Mechanic Culbertson and just found out that the Highway Commission decided not to build the new De Pere bridge adjoining his property but to place it on the old site. He sure has something to smile over.

It is with regret that we chronicle the death of Engineer Bert Clough. Mr. Clough was working on December 22 and passed away on December 26. He had been in service on this Division since October 1, 1892. He came off his run on December 22 and not feeling well, went to bed and was found by his son on the morning of December 26. He was at no time considered seriously ill, just a cold. He leaves to mourn his death three sons, to which we extend our sincere sympathy.

Baggage man Jack Deneen and Sam Stanton are now running between Green Bay and Iron River. They will be sadly missed by their many lady friends at Channing and Ontonagon.

Train Dispatcher A. A. Seeman has transferred from Channing to Austin, Minn. Al says that he likes his new job a lot. Dispatcher Harry Anderson fell heir to the "tramp" job between Channing and Green Bay, vacated by Mr. Seeman.

All Roy Downs, Roundhouse Foreman, is waiting for now is the summer vacation. I wonder why—but understand that he is to take a trip to Canada this year.

Engineers Jos. Fignier and Jim Lehan, President and Vice President of the Bachelors' Club, have taken their annual New Year's oath with added precautions, due to this being Leap Year.

With the change on the O. & B. runs, Bill Dionne and Geo. Reilly have deserted Geo. Kelly on the West end.

Conductor John Rawley is back on Nos. 90 and 91 between Elkhart Lake and Plymouth, displacing "Father" O'Malley. "Father" is glad to get back to Green Bay in order to take in the entertainment put on by Luke Robinson in the explanation of "Jap" healing powers and future happenings.

Engineer Gus Gunderson has established on Nos. 92 and 93 leaving assigned runs 70 and 63 open, but they will not be open long.

The winter fishing around Channing has started in earnest. Fireman Jack Schmidt and Conductor Sid Willard hold the record to date. Jack spears the pike and Sid tells about it.

Roadmaster Carlson's territory has been extended North as far as Crivitz and Roadmaster Lindeman's territory extended South as far as Crivitz. Understand that HL is in the market for a new Stinson-Detroit.

Paul Disch, former pumper at Oconto Junction, dropped in to say good-bye before sailing back to Germany, where he will remain. Paul says that Andrew Volstead put the United States on the bum.

Since the beginning of the rabbit season Conductor Walter Lear has been supplying the populace of Channing with fresh meat. Packing house men are complaining of small meat orders from the local markets. The ammunition makers are profiting, however, at the ratio is about one rabbit to one box of eartridges.

Rocky Mountain Division

Northern Montana.

Max

THE Milwaukee Women's Club added to the happiness of the Christmas of 125 children who were provided with stockings filled with candy, nuts and fruit. Flowers were sent to the sick and everything possible done by the members to make the Christmas of the less fortunate a happy one. A dance is being planned by the members for the latter part of January.

The necessary reduction in the station forces, account of falling off in business, has caused considerable "bumping" on the Northern Montana district, Lewistown freight station being especially affected. August W. Berge, cashier, was succeeded by Guy L. Kester, formerly assistant time-keeper in the Superintendent's Office, at Butte. Mr. Kester just got acquainted with his new position when he was relieved by Harvey C. Humphrey, recently rate clerk at Great Falls. Mr. Berge took position as night yard clerk at Harlowton, while Mr. Kester will do extra work in the office of Superintendent Sorenson, at Butte, for the present.

On our recent trip East we noticed that the engineers on the Milwaukee Road handled their train much smoother, both in starting and stopping than the men on other roads. That our passenger trainmen were just as solicitous of the comfort of their patrons and had the safety first movement in mind by requesting the passengers to keep their seats until the train came to a stop. That on some of the other lines the switchmen were still riding the engine footboard ahead.

Mr. and Mrs. B. S. Ford have returned from Seattle, where Mr. Ford attended a general committee meeting of the order of Railroad Conductors.

Among the holiday visitors at Lewistown were N. B. Lupton and family, of Butte, and O. S. Portor and family, of Great Falls.

Miss Elna Fritzen, of the Superintendent's Office, Butte, is visiting with her parents at Lewistown.

Howard Guyer, who has been on sick leave for some six weeks, was moved from St. Joseph's Hospital to his home. It is not expected that he will be ready for duty for some time.

Miss Mabel Newberry, stenographer for Assistant Superintendent Fuller, has been confined to her bed with a severe attack of bronchitis. Her many friends hope for a speedy recovery.

Mr. and Mrs. W. E. Douglass have returned from Los Angeles, Calif., where they spent the holidays with friends.

Traveling Auditor A. E. Luedke, whose home is in Lewistown, had unusual good luck in having several extra days with his family during the holidays, incidental to the change of cashiers at the freight station.

Harry Eastlick is doing extra work as baggage man at Lewistown during the absence of Howard Guyer.

J. G. Sams, who has been night hostler at Lewistown for the past twelve years, is taking a vacation, due to his position being abolished. He has not decided at what point he will exercise his seniority.

Several of the extra men in the engine service got in a few shifts during the holidays account of regular men laying off.

Dubuque-Illinois Division News Items—First District

E. S.

MISS MILDRED SCHUSTER, Bill and Voucher Clerk in the Supt's. Office at Savanna, was operated on at St. Mary's Hospital, Rochester, Minn., and from all reports is getting along as well as can be expected. Miss Schuster's place is being filled by Miss Doris Calehan, while Mr. E. R. Schwinn is acting as File Clerk and Mr. W. Stafford of Dubuque is filling in on the stenographic desk.

District No. 1, D. & I. Safety Meeting, was held at Davis Junction, Ill., at 6:15 P. M. Wednesday, January 6, with an attendance of 35. The First District Safety meetings are held at the various terminal points to enable everyone to attend at least one meeting a year, and by holding meetings at Davis Junction, gives the Way Freight Men an opportunity to attend.

On the evening of January 11 the Davis Junction Live Stock Shipping Association held their annual meeting at Davis Junction. There were about 100 farmers present for the supper, after which the members and guests went to the church auditorium, where the meeting was held. Talks were given by Mr. Evans, one of the officers of the Chicago Producers Live Stock Association, Superintendent Donald and Captain of Police Layton, as well as others. The farmers were very much interested in the railroad side of the situation, as presented by Messrs. Donald and Layton.

Word has been received that former Yard Clerk Richard Lynn, who is now in Florida for his health, was operated on in the hopes of combating the disease which seems to have gotten such a hold of him. Understand he remains in a very weak condition, but hope this last operation will be of benefit and Dick's condition will take a turn for the better.

Mr. Thos. Yates, retired Iowa Division Engineer, residing at Savanna, fell on the slippery sidewalk a day or two ago and injured his arm. Mr. Yates has been quite active up to this time and his many friends will be sorry to learn of his injury.

Understand some of the girls in the Supt's. Office play bridge about like Mrs. Ace, and then after the party is over (with their bridge prizes under their arms) make flying leaps into moving automobiles.

The "bachelor apartment" in the Gydeson Hotel has acquired some new members, Mr. Ferris Cooper of Ottumwa, Iowa, and Mr. W. Stafford of Dubuque. They even have a mascot in the person of Judy, Chinese Chow, belonging to E. R. Schwinn. Beware, Elmer, the girls like Judy, too—and you better keep her under lock and key.

Savanna Chapter of the Milwaukee Women's Club has established a commissary for the dispensing of groceries to the needy railroad families in Savanna. Through the courtesy of Mr. Donald, space was provided in the Assistant Signal Supervisor's Office for this purpose, and the commissary is open one day a week, with various members of the Relief Committee in attendance. The commissary permits the buying of foodstuffs in larger quantities at a considerable saving, and less work is entailed in the giving out of groceries, etc.

Didn't hear of any "wild parties" over the Christmas and New Year's holidays—but understand Elmer spent a few days in the "Wild and Woolly" West.

General Office—Chicago

Vila

CHRISTMAS to Margaret Pagels was a brilliant affair, with much sparkle. Congratulations are in order.

The latter part of December Miss Bartling of the Engineering Dept. was taken ill with "flu" and much concern was felt for her when pneumonia was pronounced, but she got along

splendidly and the report now is that she will be back within a short time.

Wonder what a dancer thinks about when swimming . . . a safety inspector in an airplane when he hears a knock . . . a stock car assignment clerk when visiting the stock show . . . a stenographer with broken finger nails . . . a file clerk without correspondence . . . all of us when we see those BIG trucks going up and down the highways?

Who is this Miss Gash? That tall girl works on the second floor and the tiny one is from the eighth. Leonard is that good dancer from the P. A. office. He'd like to see the Women's Club have monthly dances.

Margaret has a very beautiful, nifty fur neck piece. It must be cold in Morton Grove. Marilyn goes in for dancing in a BIG weigh. Sally is getting that (going with a steady) look that usually comes before an engagement ring and wedding bells. Don't look so serious, Sally, or it'll make you appear old. Mac looks like he needs a rest after the big holiday movements. Don hasn't brought his cane around yet. Dorothy probably borrowed it and hasn't returned it, though she's walking fine and her ailment seems to have disappeared. Laura is very accommodating to everyone, isn't it just too bad she's engaged? Some fellows never get their work done in eight hours. Saturdays are just like the rest of the week days.

The race to get a derby seems to be in full swing around the Union Station Building, similar to the Princess Eugenie hat vogue last year. Many of the office boys now sporting derbies are wearing them on a bet, or else somebody is kidding them along.

Santa Claus was evidently on short hours in the building, as there does not seem to be as much talk about Xmas presents, engagement rings, etc., as in previous years. To some, the extra day this February will be received with enthusiasm, to others it will be just another day.

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CHICAGO

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

WELL, can you beat some folks; they get a chance to go to California right in the middle of January and they do go down into the middle of the Imperial valley, where they can't find anything hardly to eat but oranges and melons and nice head lettuce every day and every meal; nothing but sunshine and flowers everywhere, all around them; get a nice coat of tan, and what do they do then do you suppose; why, start thinking about the Madison river and the fish therein. Oh, yes, and start getting homesick and pack up their go 'way bag and make the nice wife get her hat on and take her by the hand, and back they come and land in our fair city during one of the worst (notice I don't say, like they do in California, that it is something unusual—not me), one of the worst dirt and windstorms ever hit this neck of the woods, and the next morning up they get, hunt up the high boots and . . . go fishing, and all this is about no one but Chester Bales; you guessed it the first time. He says he wouldn't trade it for California, either, and we call that being a real honest-to-goodness booster; long may he live. Still, they both say, after a month visiting friends and relatives in California, it's a pretty fine place at that.

Mr. R. W. Myles, our friend of Gallatin Gateway summers, who tells everybody where to go and what to do during the park season each year, has been promoted to the office of chief clerk in place of Mr. George A. Semmlow, who, in turn, was promoted to advertising agent, succeeding Mr. A. L. Eidemiller, deceased, in the Chicago office. We all want to offer our congratulations to Mr. Myles, and wish him the best of success in this new position.

We regret to write of the illness and death in Lewistown, Mont., of Mrs. Paul Graber, mother of Mrs. F. K. Kummrow of Deer Lodge. We offer Mrs. Kummrow our sympathy in this great loss.

Engineers McCollough and McCormick, from the west end, and Firemen Haffner and Leveque have gone to Lewistown and Great Falls, working out of each point on account of the slow business. One helper now remains at Butte Yard, Engineer Mayo holding it, and Engineer Mahon in place of Davies on the switch engine. Davies has gone in the west ring, working between Deer Lodge and Three Forks.

Fireman G. F. Collins has been assigned to the hostler job at the Harlowton roundhouse, and Fireman Fink returned to Three Forks.

R. M. Division friends of Elbert Brentnall, son of Engineer and Mrs. Brentnall of this division, will regret to learn of the death of his wife in Seattle the morning of January 14. She had been ill of pneumonia only a few days and had been employed as a nurse at the Harbor View hospital, where she passed away. We offer Mr. Brentnall our sympathy in this loss.

Dick Griffith has gone over to Lennep, where he is working in that district as signal maintainer in place of Mr. Edwards. Mrs. Griffith and Dixie have gone over to keep house for him.

Engineer and Mrs. Crockett from Great Falls have returned to Three Forks, where they will make their home. Mrs. Lieb, from Great Falls, was a visitor a few days during the middle of the month.

Conductor Saint has been off a few trips from passenger the past month and was relieved by Conductor Vanderwalker.

Mr. J. L. Jost, who is the efficient agent at Agawam, Mont., spent a day or so in our city visiting his wife and family, who are here with Mrs. Jost's parents, Mr. and Mrs. Eck, for a visit. Joe is the proud father of a new boy, born shortly after Christmas in this city, and between the new baby and young Clinton, Joe is about as busy as he ever was, even in stock shipping season. We offer our congratulations to Mr. and Mrs. Jost.

The Friendship Train

By Andrew M. Lyons

WHEN "Fifty-Six" is whistling
And rumbling o'er the rails,
Fond memories are kindled
To blaze old friendship trails.

That whistle so familiar
Now echoes through the lane
A note or invitation
To meet the Friendship train.

Again the whistle's shrieking—
The train's within the block;
On schedule time "she's" running
By every watch and clock.

The city folk, excited,
Like people from the "sticks"
Set out from all directions
To meet old "Fifty-Six."

The Friendship train draws nearer,
And panting down the tracks
Receives its first ovation
From Broadway's bowery shacks.

Then boys and girls together
Let loose a mighty cheer;
Old "Fifty-Six" has halted—
The Friendship train is here.

And, now, behold the beauty,
The charm of Red Wing girls,
Our city's fairest daughters
In braids and bangs and curls.

There's West Side beauty vieing
With South End's bid to fame;
The East Side girls are chosen
To glorify that name.

Old scenes like these have faded,
For life's a fleeting show,
Still Christmas holds true friendships
And thoughts of long ago.

Old "Fifty-Six" is whistling.
A note of Christmas cheer,
Then echoes and re-echoes
Right through a glad New Year.

By courtesy of Miss M. A. Burke, 5000 Cornell Avenue, Chicago, The Magazine has been able to present the foregoing verses to its readers. The author, Mr. Lyons, is an employe of the Red Wing, Minnesota, Republican for many years and counts his friends in that vicinity by the thousands. He must have something of the same spirit he puts into our old train "56" when he endows it with the qualities of "Friendship."

Commenting on Train 56, he says: "It is one of the oldest passenger trains on The Milwaukee Road. It was 56 pulling into Red Wing in the early days that caused a President of the United States to comment upon it. President Hayes was delivering an address before a Red Wing audience from the St. James hotel balcony. The whistle of Old '56' drowned out his message. 'That's sweet to the ear,' said the President. 'It means progress and prosperity. I know you'd rather hear that whistle than listen to me!'"

Operator James Campbell, who has a candy and fruit store in Seattle now, was a Three Forks visitor January 15. He says he likes Seattle fine, and that the grass is green out there. Well, it is here, too, on the south side of our house. After the snow melts some of these warm days try and name something we can't match.

Fireman O'Ragan has gone to the Northern Montana division to work due to slow business.

Mrs. A. C. Kohlhasse and son, Harold, spent a few days in our city visiting with friends early in the month. Harold is a student at the state university in Missoula.

Please, Mr. Good Times, Please!

Lucille Millar

Good Times, we're waiting for you—
Laying awake nights, waiting for you;
Come on in!

You must not disappoint us—
You simply couldn't disappoint us;
See the fix we're in!

We're not growing any stronger.
Please don't keep us waiting longer—
We're getting thin.

You've been lurking 'round the corner—
Don't be hanging 'round that corner,
But hop right in!

(Mr. G. T., this is a personal appeal, as ye scribe is clean out at the elbows.)

To My Children on My Birthday Anniversary

My Annual Birthday Verse
J. W. Calvert

Today I'm one and seventy, and I'm slower,
I cannot "box" as once was my delight;
My tasks that simply were a pleasure
Seem heavier now, and toll upon my sight.

There's something wrong throughout the world,
With no bright spots along the way.
There's much to do—and men to do it,
But no one knows just what to say.

I'll keep my armour tightly on,
And do the things I know are right,
Should I be called into the fray,
I never was too proud to fight.

We have a leader, all should know,
And if we join and do His will,
All wrongs will right themselves at once,
Because He loves His children still.

In Him I always put my trust,
His teachings guide me day and night.
He has prepared a place for all
Who follow Him, and do the right.

His love and goodness have no bounds.
The world is His, for all mankind,
He knows His children, great and small,
The truest friend that man can find.

Kansas City Chapter

Mrs. David Watson, Historian

THE December meeting was held at Mrs. David Watson's followed by a benefit bridge party. It was decided at this meeting to send baskets of food to the families of unemployed Milwaukee men on Christmas.

The January meeting was held at Mrs. Harry McKinley's home, followed by a benefit bridge party. At this meeting, Sunshine Chairman Mrs. John Bammer and Welfare Chairman Mrs. Gus Westman reported seven baskets of food sent to unemployed Milwaukee men's families. The bridge games, following the business meeting, have aroused interest among the members, and we are having a better attendance.

Montevideo Chapter

Mrs. Bob Schwanke, Historian

MONTVIDEO Chapter held its business meeting December 28, 1931, at the club house, and was presided over by its president, Mrs. Gunderson. Receipts, bills and communications from the different boards were read and acted upon.

A report was given on the Christmas party which was held at the armory and which turned out a great success. Good cheer baskets were acknowledged with thanks from the various recipients.

Perry Chapter

Mrs. John Heinselman, Historian

OUR November and December meetings were much the same. There was the regular order of business, reports from committees, the arrangement of whatever activities the club would plan for the children at Christmas and welfare work.

Mrs. R. C. Dodds, Mrs. Dennis Sullivan, Mrs. Chester Broussard and Mr. Edw. Hullerman were the committee for the Christmas party.

Santa Claus arrived on the Milwaukee and was greeted by about 200 children under 12 years of age. After a short program of singing and recitations, gifts of candy were given to the children, who seemed to be having a wonderful time.

The chief activity for October was a clever home talent musical comedy named "That's That." The cast was made up of local talent. Good crowds attended the two performances and brought forth well deserved and favorable comment.

Our Chapter is very happy over donations which have been given to us recently. Three very lovely quilts were donated by Mrs. Clate Kerlin, Mrs. Clyde Utterback and Mrs. F. W. Elder, mother of our Supt. Mr. A. J. Elder. These quilts will be disposed of to the best possible advantage.

Another pleasing announcement came from Dr. La Verne Utterback. To show his appreciation of the patronage he has received from his friends on the Milwaukee, he will donate his services to the extent of \$25.00 to the medical relief work being done by the club.

Our 4th Friday Bridge opened a new year on October 23 with 48 new members. Our parties were such nice social gatherings and cost so little that many more expressed a wish to belong.

We have an all-day sewing bee on the second Friday of each month. Bedding, clothing or anything needed in the sewing line for our welfare work is done on that day. Work begins at 9:30 A. M.

We welcome another new member in Mrs. H. R. Myers, who comes to our Chapter from Marion, Mr. Myers having been transferred to Perry.

The sympathy of our Chapter is given to the family of Mrs. Clate Kerlin, who died very suddenly November 17, 1931.

The Quotation of Quotations

The day is cold and dark and dreary,
It rains; and the wind is never weary;
Be still, sad heart, and cease repining;
Behind each cloud is a silver lining.

Care to our coffin adds a nail, no doubt,
And every grin so merry draws one out.
Who mix reason with pleasure, wisdom with mirth,
Know peace and good will toward men on earth.

A little nonsense now and then,
Is relished by the wisest men.
And better had they never been born,
Who read to doubt or read to scorn.

All of us who much joy would find,
Must share it—happiness was born a twin.
Absence of occupation is not rest,
A mind quite vacant is a mind distressed.

Yet, taught by time, a heart has learned to glow
For other's good—and melt at other's woe.
The good are better made by some ill,
As flowers crushed are sweeter still.

Count that day lost whose low, descending sun
Views from thy hand no worthy action done.
The sweet remembrance of the just
Shall flourish when they sleep in dust.

Some Causes of Fire Losses

More than fifty per cent of the fire loss on this railroad represents fire damage to rolling equipment.

The transient element, refuse in cars, hot cinders, acetylene torches and engine sparks are the principal causes. All are more or less controllable and lack of interest on the part of employes is the only deterrent to a much more satisfactory record.

A Savanna Schoolboy Said This:

"Use your rubbish to start your fires or your rubbish will start your fires for you."

Proof of this is the thousands of dollars in losses we suffer each year because of spontaneous ignition.

Where precaution prevails, fire fails.
FREQUENT INSPECTIONS PREVENT FIRES.

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You've seen them advertised in the leading national magazines like the Saturday Evening Post! ARROW-TRUMP Sanforized-

Shrunk broadcloth shirts, the only shirts made with the genuine Arrow collar attached. The best stores everywhere feature them. You can buy them here at the regular cash price, three for \$5.85 with no extra charge for credit. Send only \$1.00 with order, and pay \$1.00 monthly if satisfied.

ARROW-TRUMP shirts fit right and wear right for TRUMP broadcloth is guaranteed vat dyed and bears the famous Sanforized - Shrunk label which is your guarantee of lasting shirt comfort and permanent fit. No strangling collars, no sleeves that grow short after laundering.

The collars on ARROW-TRUMP shirts are the same as the ARROW collars you've probably bought time and again and enjoyed wearing. Made in 7 button front coat style with medium point attached collar, one patch pocket, and button cuffs. Workmanship throughout is of the finest.

Just Pin a Dollar Bill to Your Letter No Added Cost for Credit

Sizes: 14 to 17. Sleeve lengths: 33 to 35 in.
Colors: White, Blue, Tan or Green. **\$5.85**
No. B7N457. 3 for . . .

No orders filled in cities of 100,000 or more population.

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An Open Letter to Milwaukee Road Friends

By C. W. Jacobs, Agent, Rock Valley, Iowa

(Reprinted From The Rock Valley Bee)

A PERIOD of forty years since I commenced work for The Milwaukee at Rock Valley has naturally brought a great variety of experiences and wrought a great many changes in the service. The branch line to Eden, later called Hudson, was operated largely as the main line for the freight service to avoid the steep grade via Inwood. Eventually, heavier rails and motive power mastered the grades and the old Hudson line was abandoned.

In days gone by, strange as it may now seem, the five elevators in Rock Valley were all operated to full capacity, as well as the flour mills, which much of the time ran day and night, and exported many carloads to England and other far distant points. Now one hears that the reason why less grain is shipped is because of the fact that more livestock is being fed. Yet, in the period of heavy grain movement, some of our old stock men, like Dell Thayer and William Marmoelehr, rounded up many trainloads of stock to be shipped from this point. What is the true solution of this marked change? Are the farm lands less productive? Or have the seasons changed and near crop failures become more prevalent?

When small tonnage trains were operated and the capacities of the cars were from 15 to 30 tons, I have seen as high as 8 engines and crews in the Rock Valley yards at the same time. Wrecks, accidents, fires, washouts, floods, blizzards and blockades seemed the order of the times much more than of late years. Haven't the improvements and the greater efficiency in railroad operation been a large factor in this difference? Some will recall the freakish freight train accident here one foggy night, when an east-bound extra plowed through the caboose of another train standing at the water tank. The locomotive telescoped the caboose and jumped aboard a flat car, standing next to the caboose. The engine was found to be so nicely balanced on the flat car that it was hauled in that manner to the shops for repairs. Luckily no one was injured. Sometimes I imagined I was being over-worked, sixteen hours instead of eight, as now, being the average day's grind. During the fall rush of grain movement and when Rock Valley's famous race-horse fairs were in progress, I have worked all through the night without stopping for rest. Before the time of restricted hours on duty, I commenced work for an entire year, at the delightful (?) hour of 3:30 a. m., to meet the "mixed" train and in order to have the services of a clerk during the rush hours of the day—days in which we delivered from 30 to 50 catalogue-house shipments to patrons. The handling of such shipments have largely passed—probably by

parcel post or purchased at the branch stores now maintained in surrounding cities, and from local merchants.

Before the coming of the automobile our station force organized coach-loads of theater parties, for the Sunday Chamberlain and Arnold Park excursions; the latter usually accompanied by Rock Valley's popular ladies' band. We contributed a bit more to Rock Valley's fame by personally conducting tourist parties abroad, making five trips to Europe, Cuba, Jamaica, etc. At least we impressed one hotel porter's curiosity at Brussels, who, seeing our some fifty suitcases all prominently marked "Rock Valley," asked if that town was near Australia. Comprehending the fact that there was a lot of freight tonnage lying dormant along the Rock River, we promoted the shipping of sand and gravel from this point until that commodity tonnage has become greater than all the other carload tonnage combined from this point. We are of the opinion that had the spare money invested in curb stock in this locality been applied for the organization of a large incorporated sand and gravel concern, that one of the largest plants in the state could now be making fair trainload shipments of the par-excellence Rock River products. All that is required to make an outstanding success in this line is sufficient capital and an experienced supervision.

When this station force required two operators and a clerk to properly handle the 24-hour service, the officials used Rock Valley as a sort of a finishing school of instruction for office employees. At one time nearly every station west of here to Chamberlain and on the Running Water line was manned by "graduates" from the old Rock Valley depot. A number of these former Rock Valley boys are now holding official appointments in railroad work and other positions of trust. On the other hand, some of them could qualify for a rogues' gallery.

One often hears the remark "that the old town is just the same as it always was," which, of course, is not a fact. Perhaps the changes have been so gradual that they are hardly noticeable. It seems a pity that all towns could not maintain at least a yearly diary, recording the progress and changes, for the benefit of following generations. We have acted as a sort of a go-between for business men, the farmers and the railroad management. We have tried to always be actively identified with the community's best interests; that any changes made should be for the betterment—not a retrogression. We still believe in it. It is irrevocable history that where one takes a prominent part in a community's affairs, the said individual will be subject to criticism. During these 40 years I

have pleased or displeased many patrons, been cussed and discussed, reported to officials, petitioned against, praised and honored. I have made many mistakes, and, I trust, many friends. It is personal pleasure when a pioneer recalls some forgotten favor which has been bestowed—probably by breaking one of the corporation's rules. But what I started out to emphasize in this "open letter" is that I believe the good people of this community should, and do, realize and appreciate, the improved railroad service, and many of the special benefits granted to Rock Valley patrons. In this time of curtailment the Iowa & Dakota division of the Milwaukee line is indeed fortunate as most rail lines have eliminated fully half of their passenger train service. During the past summer the road bed across Iowa has been greatly improved by heavier rails and gravel ballast. All the passenger trains arrive at Rock Valley during convenient daylight hours, bringing mail and express for early morning deliveries and which have originated at important points but overnight enroute. The flyers are almost as palatial as any found on the more important main lines and are operated with practically a 100% on time record. The only regular scheduled stop for the seven car, Sioux Flyer, in Sioux County is at Rock Valley. Mighty few country towns are favored with an equal local merchandise service—deliveries daily from both directions—a special Rock Valley car is daily consolidated at Sioux City, into which all of Rock Valley's merchandise is loaded without breaking bulk enroute. This avoids extra handling, exposure to weather conditions and expedites earlier morning deliveries. With fast time freight service over night from Sioux City and Sioux Falls, two days from the Twin Cities and Chicago; tri-weekly refrigerator cars for perishable freight, iced in summer and heated in winter. Does this not all spell service? We have been informed from more than one source that the Rock Valley station enjoys exceptional record for getting claims for loss and damage for its patrons promptly. The Milwaukee does not permit claims to be pigeon-holed or given a waste-basket reception. Every claim, every complaint, receives prompt and courteous treatment and is settled on its merits.

Rock Valley is one of the smallest towns on the system granted the facilities of a coupon ticket office with an office force competent to give expert routings and sales to almost any designation on the globe—all the steamship agencies are here represented. We have seen the number of local ticket sales dwindle from an average each month of 365 to Sheldon to but 4 or 5, and the aggregate monthly sales from around \$1200 to scarcely more than a couple hundred dollars. In other words, as the company's service improves it would seem their revenues decrease. Is this as it should be? Little wonder then, that on many systems receivership seems "just around the corner."

A few days ago our very popular division superintendent, Mr. W. F. In-

graham, of Mason City, accompanied by various officials, paid Rock Valley an official visit. They arranged to have the stock yards repaired. Our yards are roomy, have covered sheds, some of the floors planked, water, scales and loading chutes both for single and double decked cars. These shipping facilities, together with an exceptionally fast stock train making deliveries at Chicago in about 18 hours, surely entitle the Milwaukee line to be better patronized by livestock shippers. The officials instructed that expense bills for service be rendered against truckers who are making use of the yards and doing no rail shipping. Mr. Ingraham assured the American Legion committee that the company would shortly arrange to deliver without expense, two old type box car bodies to be converted into Boy Scout Huts, same to be located on railroad ground.

To show our co-operation, we would like to demonstrate to the traffic departments that the people of this locality do appreciate the exceptional service provided, also for the favors shown, by giving them more of the freight and passenger business to which they are entitled. While just now the recent boost in local freight charges interstate may seem to patrons unfortunate and not in harmony with their policy to sell merchandise at bed-rock prices, yet it must in all fairness be granted that the raise in freight charges has been unwilling enforced owing largely to the material loss of revenue due to the trucking. The railroads are the largest tax payers in your county and state. At most we believe the present rates and arrangements are but temporary. Bills pending in Congress will aim to consolidate trucking and rail shipments under proper I. C. C. supervision, giving direct-to-the-door service to all.

Personally, I shall mightily appreciate receiving tips from friends in this locality regarding any passenger or freight movements. Give us the information and we may be able to make suggestions of value or work out detailed itineraries which will please, avoid worry, transfers, and unnecessary expense. Give us tips for inbound as well as the outbound business. Thank you.

Car Shop Records

(Continued from page 15)

Savanna Car Shop

J. M. Linehan, Car Foreman

I HAVE made a check covering points under my supervision and I am pleased to advise good safety records for the following points:

Station	Foreman	No. of		Force
		injury	jury	
Bellevue	E. E. Cummings	1-6-20	3,651	1
Marquette	J. H. Fisher	7-14-27	1,543	12
Ottumwa	C. Hanson	2-2-28	1,336	4
Davenport	J. Cogshall	3-13-28	1,290	3
Cedar Rapids	L. A. Klumph	8-21-28	1,134	10
Kansas City	T. Murphy	3-5-29	938	8
Dubuque	J. Schliep	8-7-29	783	1

Other points—Savanna 389 days, Coburg 344 and Nahant 45 days.

In going over the safety first records with the foremen at the various points who have

attained a very favorable number of days without injury, they account for it by making safety first one of their foremost duties, both in the way of guiding men, keeping very close check on the machinery, tools, etc., that the men have to work with, also keeping company premises up and free from all obstructions.

The continuous interest shown by the foremen to the men has conveyed to them just what safety first consists of and its meaning, and by this the men have become thoroughly interested in safety first and their appreciation is shown by their attendance and offerings as made at the various safety first meetings, and no doubt this accounts for the good showing as being made by the Car Dept. men, who are working strenuously to the end to avoid injury for all time to come.

Safety First in the Marquette, Ia., Car Shops

J. H. Fisher, Car Foreman

ONE of our most important jobs of today is to avoid personal injuries to our employes, and in order to accomplish the desired results we strive to make our men safety minded; that is, keep them interested in the safety first movement. We urge them to attend our safety meetings, read our bulletins, and accept safety first suggestions in the spirit in which they are given.

I find that the only way to keep safety first fresh in the minds of our men is to keep talking about it and get them to talk it. We must impress it so firmly on them that subconsciously they will be fully occupied with safety while their minds are on their work.

We give this subject much thought and consideration in handling our daily work, follow the safety rules and will not tolerate unsafe practices. When men are found doing their work in an unsafe manner it is pointed out to them why it is unsafe and how it can be handled

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Ladies—An ounce bottle of high grade perfume direct from importer bottled and packed under my personal supervision, equal in quality, size and price to the six dollar article advertised in our largest mail order catalog. This refined attractive creation "Emerald-D" is something out of the ordinary, fragrant and lasting, does not have that musky odor so common in cheap perfumes, just what you have been wishing for you need this article on your dressing table for something different, not sold in stores, all orders are filled promptly and safe delivery is guaranteed, and your money will be cheerfully refunded if you are not satisfied. One dollar in currency, money order or your check, brings you this bottle by return mail postpaid. Address F. A. Chalk, Box 642, Harlowton Mont.

For Sale—Will sacrifice equity in new five room bungalow in village of Bartlett, Ill., thirty miles from Chicago on C. M. St. P. & P. Large lot, 50x135, fully improved. House entirely modern. \$200.00 cash and \$46.00 per month. For particulars, phone Bartlett 101, or in Chicago, phone Randolph 7500, Local 437. Ask for Mr. Morrison.

Attention Railroad Employees—Read this. We are offering to R. R. employes for the next thirty days: three imported English broadcloth pre-shrunk, full cut, shirts in white, blue or tan, collar attached, prepaid, for \$3.50. Order by mail. Sizes to 17. State size and color with order. The Seminole Co., Rockton, Ill.

FOR Sale—Driver, scroll saw, also lathe and sander, all first class condition, \$12.00. F. O. B. J. W. Grinnan, 645 Henry Bldg., Seattle, Wash.

For Sale—An "Edenette" electric clothes washer; apartment size; new. Must sacrifice for \$20.00. Original price \$55.00. D. Feeley, 938 N. Homan Ave., Chicago, Ill.

For Sale or Trade—Several Silver Fox Furs made up ready to wear, also several pair silver foxes. Any one interested in raising silver foxes, write—Box 201, McGregor, Iowa.

For Sale or Trade—I have a beautiful wooded lake lot 50x800 feet in depth, with a 50x150 ft. silver sand beach, located in Muskegon, Mich. 1 mile from Muskegon Lake and 2 miles from Duck Lake on the shores of Lake Michigan, 3 miles from the oil fields. Suitable for resort, summer home or business. 185 miles from Chicago. An ideal place for a permanent home. Will trade for any suitable place in Indiana. Address reply to R. A. Freitag, Room 700, Union Station, Chicago, Ill.

FOR SALE—Baby chicks, well known incubators and brooders. Coal and electric. Buy from a brother railroad man. Address, Manawa Hatchery, R. F. D. No. 1. Box 126, Council Bluffs, Iowa.

For Sale or Trade—A couple B flat soprano saxophones; silver plated; in case; low pitch; gold bell; just like new. Would consider trade for Winchester S2 rifle with speed lock; or 22 calibre long rifle. G. F. Rediske, Agent, Ingomar, Montana.

For Sale—North half of a section of land 7 miles northeast of Flaxton, N. D.; also a lot in East Missoula, Montana. Write Box 266, Plummer, Idaho.

Wanted—A railroad man or woman for immediate work there in your home town. It is a dandy chance. Good pay. Only one in each town. Apply by letter. Seminoles Co., Rockton, Ill.

For Sale—Three choice lots on northwest corner South 64th and G Street, Tacoma, Wash., or will trade for Seattle. H. J. Whatmore, 618 White Building, Seattle, Wash.

For Sale or Trade—Improved 160-acre farm 3½ miles from county seat town on graveled road in Wisconsin. Approximately 90 acres in cultivation, abundance timber for fuel, running water near buildings, good 8-room house, nice yard and shade, large barn and other outbuildings. House has good soft cold water in kitchen. If interested, write C. S. Morton, Hopkinton, Ia.

For Sale or Exchange—160 acres unimproved land, 3 miles northwest of Ebar on the western boundary of Manitoba, Canada, in the Canadian wheat belt. Fifty miles north of the Dakota-Canadian line. For full particulars write B. H. Diny, 2220 North 75th Court, Elmwood Park, Ill.

Free Advice on all matters pertaining to insurance either for protection or investment. Will call and explain your old policy to you. Insure with one who knows how. Insurance in all its branches. F. V. Vendegna, 3443 Fulton Blvd., Chicago, Ill. Tel. Nevada 4369.

For Sale—My modern five-room and bath bungalow, with garage and one acre of land, fifteen fruit trees. Located in Elgin, Ill., on C. M. St. P. & P. railroad, on fine street. Will sacrifice for \$4,800, one-half cash, balance in monthly payments. One hour's ride from Union Depot, Chicago. This property in first-class condition. If interested, for further details address A. L. Head, 800 St. Charles Sta., Elgin, Ill.

For Sale—Select residential lot in Edison Park District, Chicago. All improvements in. One block from new 100-foot boulevard. Five blocks from suburban transportation. Twenty-five minutes to Loop. \$800.00 cash and mortgage for balance will handle. An excellent investment in a community that will grow by leaps and bounds with resumption of building activities. Address inquiries to Classified Department, Milwaukee Magazine, 869 Union Station, Chicago.

safely. When assigning work to the men I try and mention safety first and if the work is a little out of the ordinary I tell them how we want the work handled to avoid accident and possibly personal injuries.

We make regular inspections of the tools the men have to work with and any that are considered unsafe are replaced with a similar tool in good condition. If the unsafe tool is privately owned the men are instructed not to use it until it has been made safe to work with. We act promptly on all safety first suggestions made by our men and encourage these suggestions.

We have gone 1,539 days without a lost time or reportable injury. Our last injury occurred July 14th, 1927, at a time when we had a total force of forty-one men. Since that time we have maintained an average force of twenty-four.

Our men are interested in safety first; they realize that our company has spent thousands of dollars correcting unsafe conditions and that most of the injuries occurring today are due to man failures and were avoidable.

We are not satisfied with our safety record and are endeavoring to handle our work in such a way that we can go on indefinitely without having a personal injury.

Galewood Yard No. 2

A. Johannes, Car Foreman

WE have a force of 29 men at Galewood Yard No. 2 and have gone through 15 months without a reportable injury.

The majority of these men are train-yard men and each day are confronted with the hazards that go along with train-yard work; however, each one of these men have safety first in their

minds at all times and perform their work in a safe manner to themselves and fellow workers.

Safety First Rule 13b, regarding blue signals, and which is outlined in the Operating Department Rules and Regulations as rule 26, is one of the most important Safety First Rules that a yardman has.

This rule is always uppermost in the minds of the yardmen at this station and each man is always sure that he is properly protected with this blue signal before he goes under or between the cars to perform his work. Each yard man is also equipped with two of the new blue signs, that were especially designed for yard work, and these signs are always displayed on the ends of the car or train on which they are working.

Both the Car Department and Operating Department employes at this yard agree that these signs are a great improvement over the old blue flag, which was hard to distinguish when they were the least bit dirty.

Each employe at this yard is Safety Conscious and has expressed his desire and determination to go through another 15 months, and then to keep right on going, without a reportable injury.

The Railroads

(The Southwest Courier, Oklahoma City)

IT does not take people long to forget favors; so they have forgotten the days when the headlight of an engine was a star of hope. When it threw its first beam across the prairies, the pioneer knew that he was no longer alone. The engine cut down the distance that sepa-

rated him from the old home and his fellow men. It carried former joys to his door and gave him markets that doubled the value of his crops. It meant more companionship and increased value for his possessions. It delivered books for the children, seed for his fields, papers for the long prairie nights and people to make a city within reach of his farms. The railroad was the key that opened the door of the West and the door of opportunity at the same time. What would we have been if we had, like Mexico, revolutions instead of railroads? A child could answer that question.

Now we forget, and so the pavements, built with our money that the railroads helped us to make, are used to drive our old benefactor to the wall. We tax him to poverty. We shake our fists in the face of the headlight. We suffer discomfort rather than accept his plans to satisfy our desire to travel at ease. We see in his progress a menace and in his expansion a curse. He can do nothing without a fight, and an unfair one at that.

Let us think back to the days when we needed the railroads and the railroad came. If we cannot be grateful, let us at least be fair. Fairness is a little thing, but an old friend would be glad to have it.



“Clear Board” for health

IF YOUR day is slowed down by lack of energy, dull headaches and listlessness, check signals with your system. Make sure your body is in perfect working order and all lines are clear.

On the road or in an office you may be bothered with constipation. In either place it will put the brakes on the performance of your duties.

Eat two tablespoonfuls of Kellogg's ALL-BRAN daily. ALL-BRAN brings “bulk” to exercise the intestines, and Vitamin B to tone the intestinal tract.

Unlike drugs, this cereal acts gently. Its bulk is much like that of lettuce. It also furnishes iron for the blood.

ALL-BRAN is served everywhere. Sold by all grocers in the red-and-green package. Made by Kellogg in Battle Creek.

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LAVA CHASES OUT THE WORST DIRT AND PROTECTS THE SKIN!

In less than a minute Lava's hard-working lather works right in and chases out every bit of the grease and dirt.

Hard water or soft, hot or cold, Lava quickly makes a rich creamy lather.

It's the pumice in Lava that gets the dirt. It's soft and powdery and quickly chases out the worst

dirt. Lava contains glycerine too, which keeps your hands protected and soothed after scrubbing.

Around the house Lava is excellent for shining wash basins and bathtubs. It chases burnt-on grease from pots and pans.

Order Lava Soap from your local grocer today. Two large sizes —6c and 10c.

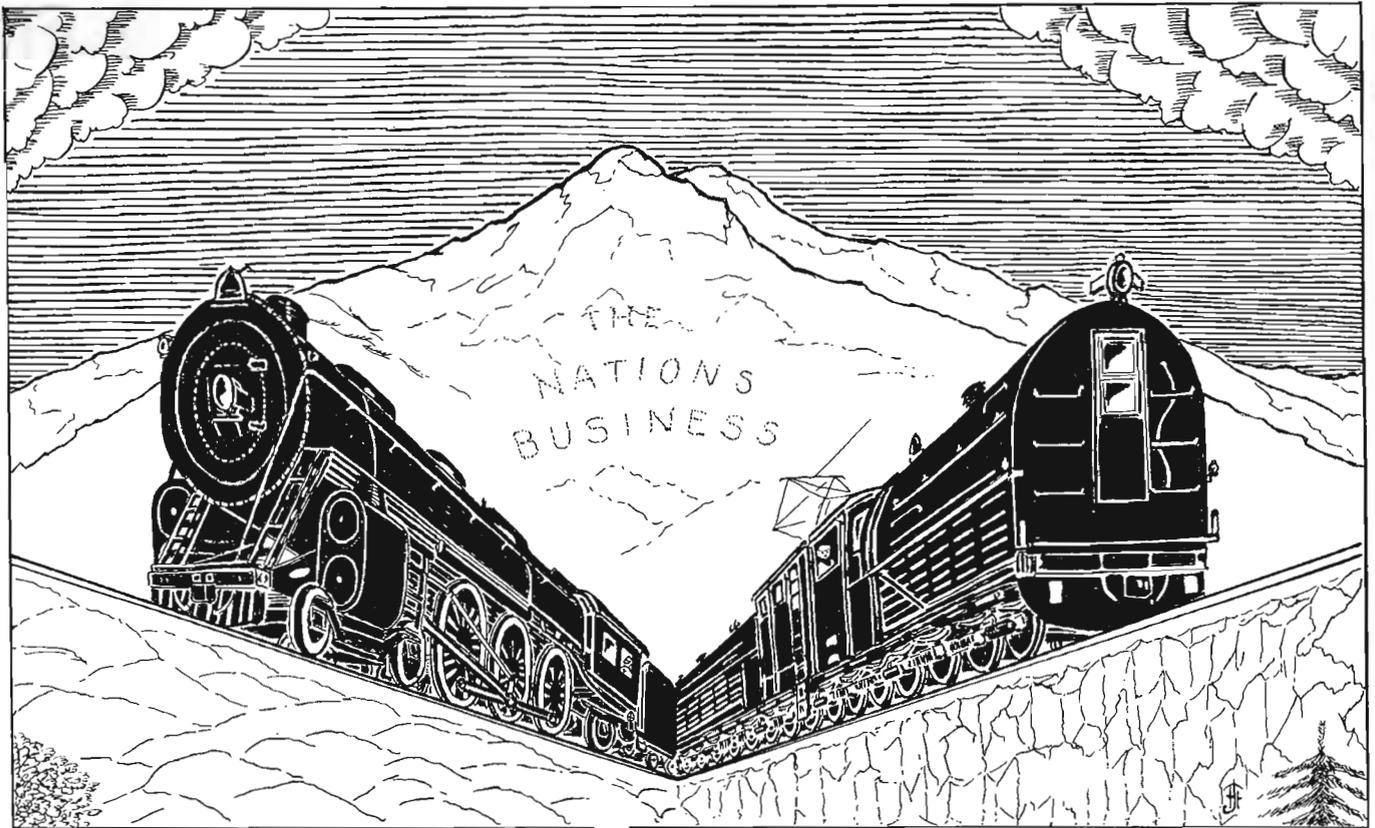
LAVA SOAP

takes the dirt—protects the skin

LAVA SHADOW PICTURE BOOK FOR THE CHILDREN

Write today for this book. Shows the children how to make all kinds of funny shadow pictures with the hands. Just cut the front from a Lava Soap Box. Write your name and address on the back. Place in envelope and mail to: Procter & Gamble Co., Dept. LKG-22, Cincinnati, Ohio.





SOME other transportation agencies are making inroads upon railroad business. To an important extent this is due to the fact that these other agencies are allowed to use public facilities rent free and are not subject to the governmental regulations that control rail operations. Obviously this situation does not warrant criticism of railroad service.

The railroads are of unique value to the public in that most of the money collected from freight rates and passenger fares goes back to the people in the territory served in the form of payrolls, purchases and taxes. About one-tenth of the population of

this country is supported by the railroads through these expenditures.

It is a great tribute to the progressiveness of this country's railroads that, although a hundred years have passed since the first locomotive was invented, no other agency has been devised that can take its place. The railroads transport traffic for medium or long distances more cheaply, reliably, safely and speedily than any other agency. Continuous improvement of motive power and other equipment; of tracks and terminals, and of operating methods, has kept the railroads in first place throughout the century.

It is an interesting fact that under present conditions many railroads are being operated solely for the benefit of the public—the owners receiving no benefit from their investment.



Do not the foregoing facts justify more generous patronage of the railroads by travelers and shippers in order that they may insure for themselves the continuance of benefits that only railroads can offer?

