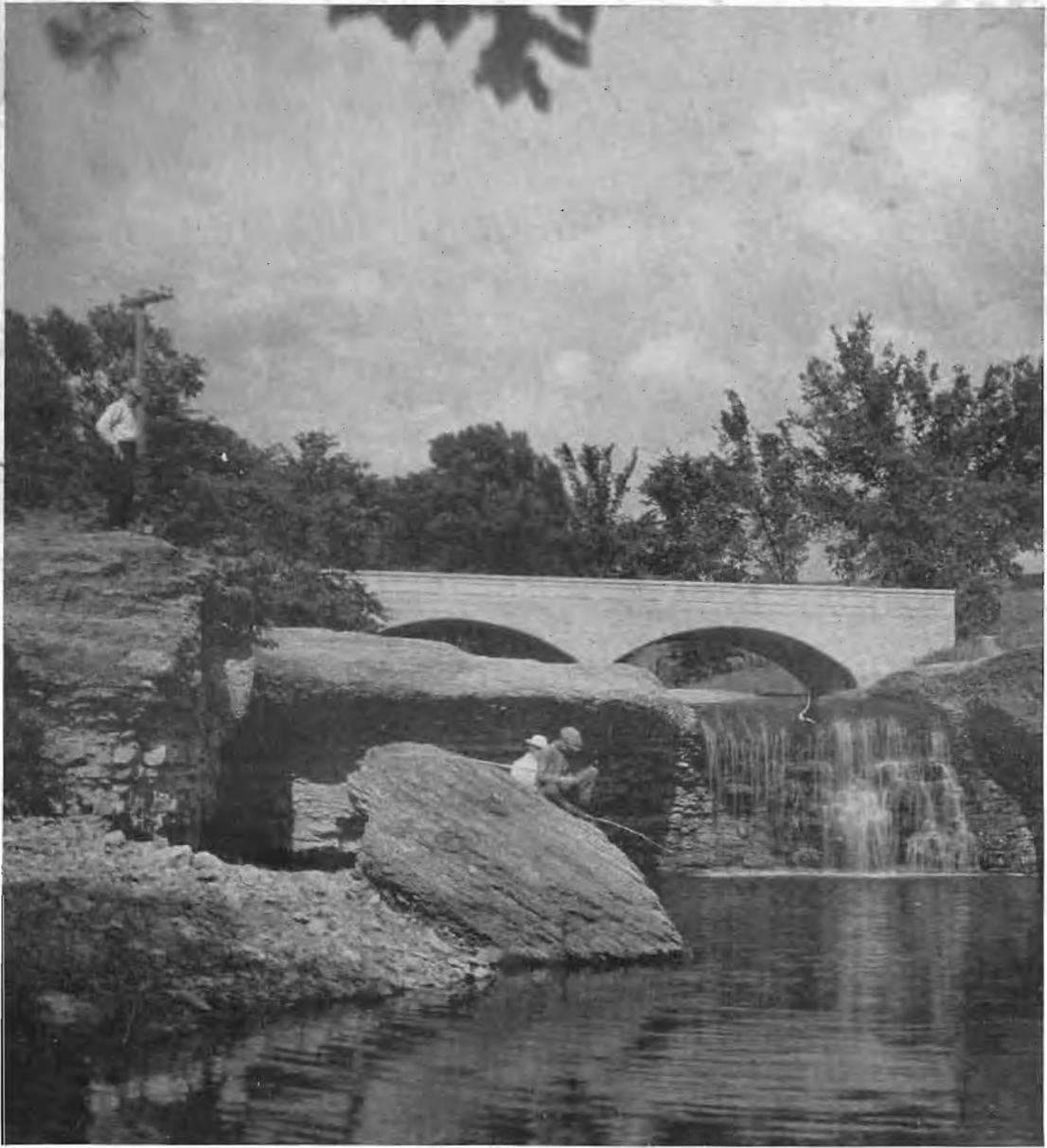


# *The* MILWAUKEE MAGAZINE

CHICAGO  
MILWAUKEE  
ST. PAUL  
AND PACIFIC

APRIL, 1932

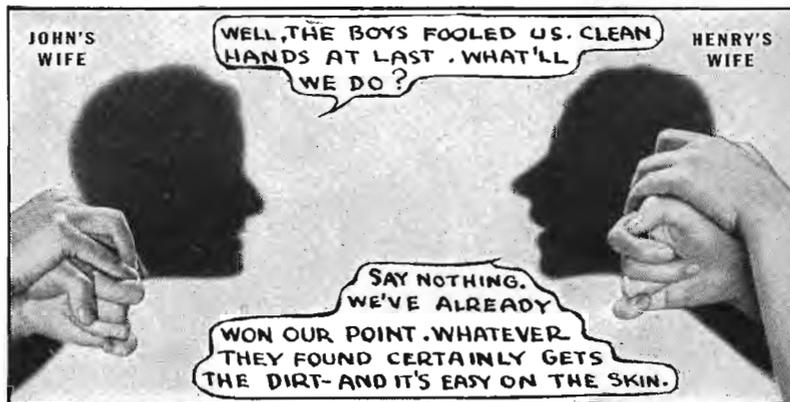


Tryst Falls, Excelsior Springs, Missouri

# LAVA SHADOW PICTURES



NEXT DAY



## LAVA CLEANS DIRTY HANDS

*—and protects the skin*

The worst grease and dirt quickly vanish in Lava lather. Lava lather is thick and heavy—even in hard water.

The fine, powdery pumice in Lava works in after the dirt. It chases out *all* the dirt in *less than a minute*. The glycerine in Lava protects the skin. It soothes your hands.

Use Lava around the house, too. It brings a shining surface to wash basins and bathtubs. It cuts the burnt-on grease from pots and pans.

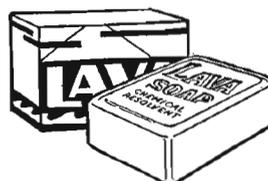
Get Lava from your grocer today. He carries it in two large sizes—6c and 10c.

# 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-42, Cincinnati, Ohio.



Increasing pressures and increasing rates of evaporation demand scientific chemical exactness in meeting locomotive boiler water problems. Recognition of this fact and strict adherence to this standard has made Dearborn service the complete water treatment service.

Write for information

## Dearborn Chemical Company

310 S. Michigan Avenue  
CHICAGO

205 E. 42nd Street  
NEW YORK



17

## VON PLATEN-Fox Co.

Manufacturers and Distributors of

## Lumber and Fuel Products

Capacity 40,000,000 Feet

Mills at Iron Mountain, Michigan

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17

17

Greater Protection  
For Car and Cargo

CARDWELL AND WEST-  
INGHOUSE DRAFT GEARS

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« » Company « »

332 S. Michigan Ave., Chicago, Ill.

# C O N T E N T S

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## Stop Breaking Your Back Digging Dandelions

LET  DO

### ALL THE WORK

DAN-D-LION KILLER KEMICAL is the result of intensive research work by an eminent plant pathologist who found this unique chemical which will penetrate to the very tips of deep rooted plants and destroy them without injuring the soil.

**and make a permanent job of it**



The Killer-Kane is a tube with a valve at the bottom. Fill the tube with KILLER KEMICAL and set it down on top of the weed giving the handle a slight push applying KEMICAL on the surface.

The KEMICAL will penetrate the plant so quickly you can hardly see where the application was made.

Transfer the KANE immediately to the next plant and repeat the operation. It is not necessary to pierce the plant or dig it up.

*The KEMICAL does all the work.*

EVERY HOME SHOULD OWN

**a Killer Kit** [Includes Killer Kane & 1/2 gal. of KEMICAL. Kills 3,000 average dandelions.] **\$2.75**

AT YOUR LOCAL DEALER OR ORDER DIRECT FROM

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550 WEST ROOSEVELT ROAD  
CHICAGO, ILLINOIS

SATISFACTION GUARANTEED OR MONEY REFUNDED



Chicago Weed Killer Co.

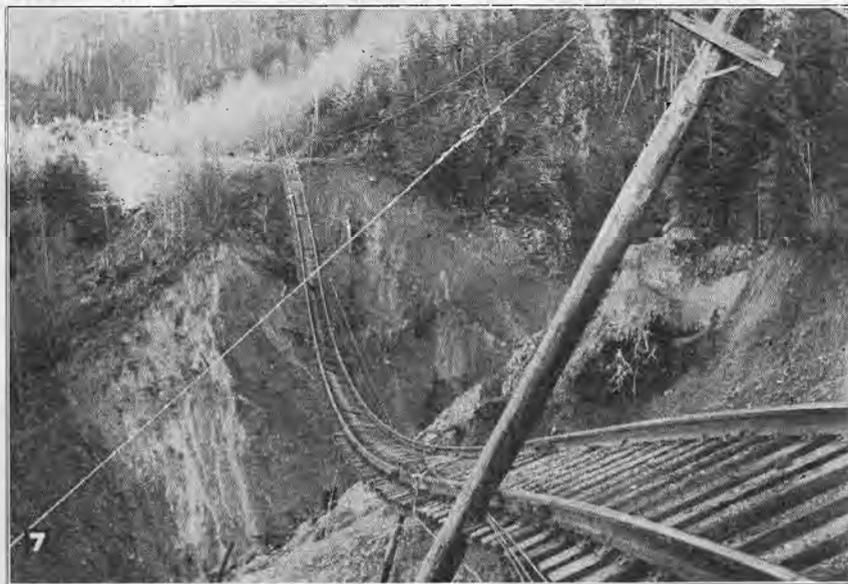
Enclosed please find \$2.75 for Killer Kit.  
 Please send me information about your money making club plan for Killer Kits in my community.

Name.....

Address.....

City..... State.....

Dealer's Name.....



1. 1½ Miles East of Ragnar, Wn.

2. Looking West, Showing Debris on Passing Track

3. Looking East, Showing Main Line and Passing Track

4. Looking Toward West Bank of Washout

5. Looking West Over Washout

6. Looking East Over Debris on Main Line and Passing Track

7. Looking West Over Washout

The Slides and Washouts In the Cascade Mountains. Story on Page 11

# Where the Sioux Limited Crosses the Mississippi

**W**ATCH those great headlights traveling across the Mississippi river on the world's largest floating railroad bridge, the famous pontoon bridges of the Chicago, Milwaukee, St. Paul and Pacific R. R. across Old Man River between Marquette, Iowa and Prairie du Chien, Wis.

The pontoon bridge at Marquette, Iowa, is the largest and only one of its kind on the main channel of the river.

When of necessity, during the boating season it has to be opened for the passage of boats, the opening is done by James Doyle, veteran engineer on the pontoon, having served in this critical work since 1874.

## Invention of the Pontoon

Years ago, in the early seventies, John Lawler and Hercules Dousman of Prairie du Chien, and "Diamond Joe" Reynolds of river fame, owner of the Diamond Joe packets, built a railroad over Northern Iowa, from Marquette west. A road in Wisconsin already entered Prairie du Chien, but trains could not run on water, so Mr. Lawler having the contract to transfer freight and passengers between the two terminals, had barges built with rails on. On these barges the cars were run and towed across the river.

This was a slow method of transferring and he was losing about \$50 a day, so he put brains to work against the barge process and invented the pontoon or floating railroad bridge. He received a patent for it, got permission from the Government to install the pontoons across the Mississippi river, the largest across the main channel at Marquette, and the other at Prairie du Chien, across the east channel. The pontoon has to be operated in all stages of water, and the Mississippi has its ups and downs just as if it were human so Mr. Lawler got his floating bridge perfected, patented, and installed and then arranged with the company for toll at so much per car, this brought him a splendid income which quickly replaced the loss incurred by the barge transfer.

In the early days of the pontoon, Mr. Doyle used to open the pontoon many times a day during the summer season, for the passage of packets, passenger boats and tow boats with big rafts of logs from the pineries of Northern Wisconsin and Minnesota. When from the South and North sides would sound the shrill signal for the opening of the pontoon, so the boats would have the water right-of-way, crowds would congregate on the river banks to see the sights. Gone now are those great old days, the

## MRS. L. A. MONTY MARQUETTE, IOWA

pineries, the old hum and stir of the saw mills along the river.

Now the tow boats are guiding five and six barges of freight due to the revival of river traffic, in freight transportation, that ought to go to the railroads that have to pay taxes, and keep up road repair. The boats and truck hauling doesn't have such expense. The state keeps up the roads for the trucks, and the government deepens the channel to make the boat transportation safe.

In operating the pontoon, the track is kept level with the stages of water by blocking that can be inserted or removed to keep the level of rise or fall of the river, so Mr. Doyle is always on the job and busy, ready for trains or boats in the boating season, as the case may be.

Mr. Doyle began the river job when he got a position to work for Mr. Lawler on the barges, and Mr. Lawler knowing the dependability of the young helper, just carried him along with him to the responsible work of operating the pontoon.

In the early nineties, the Milwaukee company bought the pontoon of Mr. Lawler, the Marquette and Prairie du Chien pontoons, and all rights thereof, patents and all; and since then has made many modern improvements, in the operating system, and construction.

When you see the splendid Sioux Limited with great headlights gleaming as it speeds across the Mississippi river between Marquette, Iowa and Prairie du Chien, Wis., crossing on the pontoon bridge, competently manned by the men in charge, we can only say "Blessed are they who can come to the rescue, when Necessity calls."

There are only four railroad pontoon bridges in the world, and they are owned by the Milwaukee company.

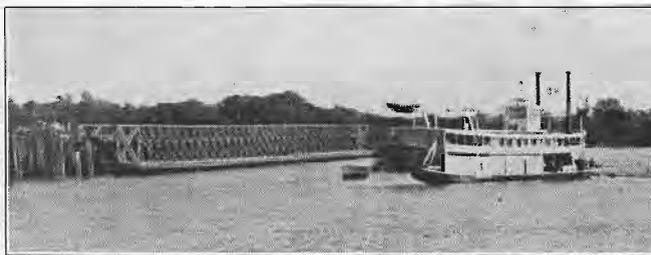
## Do We Appreciate Our Beautiful Old River?

Some twenty years ago, one morning a lady came to my door and asked: "Please, dear lady, will you let me have a pint bottle?" I suppose my look at her seemed a question mark, for she explained: "I am from Montana, and on my way East.

"Last night when we came in here and I learned this was the place we crossed the Mississippi river, I stopped off so I could see the beauties of the river, the hills and islands. I had always wanted to see this wonderful river, and I want the bottle so

I can take some of the river water and gravel to my family." You may be sure she got the bottle, yet I smiled, for living where every day I saw the grand old river, it didn't make me realize how great a name it had for those who live away from it.

"I have found no scene so beautiful as Old Man River rolling majestically along from Lake Itasca in Minnesota on, and



Top: Marquette, Ia., and The Pontoon. Center: John Lawler's Pile Pontoon. Below: James Doyle



Part of This Building Was Formerly the Home of John Lawler at Prairie du Chien, Wis.



Roundhouse, Marquette, Iowa



East Channel Pontoon

### Little Oscar

"What was the name of the last station we stopped at, mother?"

"I don't know. Be quiet. I'm working out a crossword puzzle."

"It's a pity you don't know the name, mother, because little Oscar got off the train there."

on to the Gulf of Mexico, and now in this section being sponsor for the National park, with the lovely hills bordering its shores, the Islands dotting the channels, they lend a charm that truly endears all to this "Switzerland of America."

## The Life of a Car Inspector

### What He Must See and What He Must Do

By J. A. DEPPE

Assistant Superintendent Car Department



J. A. Deppe

INSPECTION of rolling stock, so vitally important for the sake of human lives, the traveling public and employes alike, also for the protection of the railroad's equipment, is recognized as a

necessity by everyone, and this work has been entrusted to men in whom their superiors have confidence that they can be depended upon to carry out this important phase of railroading. This employe is known as the Car Inspector. That you may know something of his daily routine while on duty, lets you and I look into the life of one of these men.

This Car Inspector, known to his fellow workers by the name of "Dick," started his career of railroading as an apprentice in the shops which are located in one of the larger terminals, where he served the time allotted for his trade. During his apprenticeship he naturally became familiar with all parts of cars of the many classes and types of construction, and his training ranged from such apparently unimportant essentials as driving a nail straight, sawing off boards square—things which the average lay person finds it difficult to do—to such more important details as the laying out from blueprints, the parts of cars to be fabricated; and repairing and testing the delicate mechanism of air brake valves.

While serving his apprenticeship he had the opportunity to inspect cars and mark out parts which required repairs or replacement; also to inspect the finished work. This training naturally was essential for Dick to have in order that he might become a capable carman.

Fortunately the shop where Dick was employed worked full time during the years of his apprenticeship, enabling him to work steadily and obtain his diploma at the end of four years. Had he absented himself from his work too frequently, or had the shops worked part time, it would have required more than four years to complete his apprenticeship.

Upon the completion of his apprenticeship, Dick was again fortunate in being able to obtain a job as car repairer at the same shop where he had served his apprenticeship, and he worked through the various operations for a number of years, being employed at times on inspection work; on repairs to steel and wood parts of cars; and even the painting and stencilling of cars. During these years of employment as a carman, Dick had married, and being anxious to improve his earning power, he asked for an opportunity to work as a car inspector in the train yard, where on account of the operation being daily, there would be an opportunity to get in additional days to work which would, of course, be reflected in the pay check.

Finally a vacancy occurred for a car inspector's job and Dick, who was in line for the position, and having previously made application for same, was assigned to the night shift. While the nature of the work and conditions under which it had to be performed were quite different from what Dick had been accustomed to, still the knowledge and varied experience gained while employed in the shops proved of great benefit to him, so much so, that he quickly familiarized himself with the methods required to successfully handle the work on his new field, in fact he soon demonstrated that he was capable and could be relied upon to exercise good judgment, and do the right thing at the right time. Thus he successfully carried on his work during the ensuing years.

Dick's son, who was affectionately called "Bud" by the other members of the family, was now entering high school, and one morning, after listening to his father relate an occurrence the night before, said:

"Gee, Dad, I would like to go with you some day to see just what you have to do to find things out of order on a car and fix them while the engine is waiting to pull the train out of town."

"Now that is a good idea, Bud, it wouldn't be bad at all for you to see what the work is, and I think I can arrange with the foreman, so that you can follow me around part of the evening."

"Oh! Dad, that will be great. When can I go with you?"

"Well Bud, I will try to fix it for Friday night, and then even if you do get to bed late, you can sleep a little longer Saturday morning."

Dick accordingly approached his foreman, who after cautioning him to see that his son would be careful while in the train yards, granted him the permission requested. Dick was working on the second shift, which meant that he was on duty from 3:00 o'clock in the afternoon until 11:00 at night.

Friday morning arrived. "Well, Bud, you can come down to the entrance to the yard at lunch time this evening, and I'll meet you."

"When is lunch time, Dad?"

"Oh yes, I forgot to tell you. That will be sometime between six and seven o'clock tonight, so you better be at the crossing at 6:00 o'clock, and then wait there until I meet you as I would not want to have you crossing the tracks in the yards alone."

"All right Dad, I'll be there and probably I better bring my raincoat as it looks very much as if it might rain."

That evening, promptly at 6:00 o'clock, Bud was at the entrance to the yard and Dick called for him a few minutes later.

"Where do we go now Dad? Right down among the cars?"

"No Bud, we will have to go over to the shanty as I must get my tools, some material and my lantern."

Arriving at the shanty, Dick filled his lantern with carbide and water, after which he lighted and adjusted same. Bud was much interested and as his father put on his rubber coat, for it had already started to rain, as had been predicted, Bud said, "You said you were going to take tools and material."

"Sure enough, I will Bud."

"Can you carry everything that you will need?"

"No," Dick answered, "but we do carry things which we are most likely to have use for. Here is a wire ring which I will carry over my shoulder, and as you see, there are a collection of different sized nuts on same. I may have a chance to show you later what they are used for. In this pocket I have some rubber air hose gaskets. In this pocket there are cotter keys, and here are a few nails. You see I have a belt around my waist and a wrench fits in

(Continued on page 26)

# ANNUAL REPORT

## Milwaukee Employees Pension Association

### FOR THE YEAR 1931

To the Board of Directors, and  
Members of the Milwaukee Employees Pension Ass'n.  
Gentlemen:

In making the annual report of the affairs of the Milwaukee Employees Pension Association, I am submitting the full and detailed report of the Secretary-Treasurer, together with his letter transmitting these reports, which cover the operations and activities of the Association during the year 1931 so completely that there is very little I can add to same.

As noted in the letter of the Secretary-Treasurer, the books of the Association were audited by a firm of Certified Public Accountants, who verified the accounts and certified the balance sheet.

As required in the By-Laws, the Executive Committee canvassed the votes cast in the March, 1932, election, and the result shows that Mr. J. T. Gillick and Mr. R. J. Walker were reelected to succeed themselves as members of the Board of Directors.

No losses have been charged against the Investment Account during the year, indicating a sound condition in this account. However, it is only fair to state, that under present conditions of the security market, losses to some extent would be sustained in the event we were forced to dispose of some of our securities.

In concluding, I wish to acknowledge and thank the officials and employees of the Railroad Company for their continued help and cooperation extended to the Association, and also to the individual members of the Association who have made special efforts to further the interests of the Association.

Respectfully submitted,  
L. C. BOYLE,  
*President.*

The total amount paid in old age pensions during the year was \$206,890.10. During the year 1931, 295 members were added to the pension roll, making the total number of pensioned members at the end of the year 1931, as shown by the membership statement hereto attached, 940, of which number 145 died, leaving 795 members on the pension roll at the end of the year 1931.

The membership statement, hereto attached, shows a total enrollment of 29,781, of which number 723 members were enrolled during the year 1931. The total losses in membership during the year by members being pensioned and through deaths, resignations, members leaving service, etc., less reinstatements, was 1,919, making a decrease of 1,196 members during the year, leaving a membership of 20,218 at the end of the year. It is hoped that this loss in membership will be more than made up when business conditions become more normal.

During the early part of the year, Mr. William R. Barber, Engineer, Iowa Division, and Mr. Russell G. Smull, in Yard Service, Chicago Terminals, undertook the work of securing new members, and secured a total of 605 new members, which was a very satisfactory result for the time engaged in this work. During the remainder of the year, efforts to secure new members by direct solicitation were discontinued for the reason that the employment situation did not warrant the expense.

The Executive Committee canvassed the votes cast in the March, 1932, election for two members to the Board of Directors and their report, filed in this office, shows that Mr. J. T. Gillick and Mr. R. J. Walker, were reelected to succeed themselves as members of the Board of Directors.

Respectfully submitted,  
C. W. MITCHELL,  
*Secretary-Treasurer.*

#### SECRETARY-TREASURER'S REPORT

Herewith Balance Sheet showing the financial condition of the Milwaukee Employees Pension Association as at December 31st, 1931, Certified to by Messrs. Frazer and Torbet, Certified Public Accountants, who audited our accounts for the year ending December 1931. For ready reference, the Balance Sheets, as at December 31, 1931, and December 31, 1930, may be summarized in comparative form as follows:

ASSETS	December 31, 1931	December 31, 1930	Increase Decrease*
<b>Current Assets</b>			
Cash.....	\$ 3,211.86	\$ 1,611.94	\$ 1,599.92
Accounts Receivable.....	438.70	—	438.70
Accrued Interest Receivable.....	43,268.12	31,865.10	11,403.02
<b>Total Current Assets.....</b>	<b>\$ 46,918.68</b>	<b>\$ 33,477.04</b>	<b>\$ 13,441.64</b>
Investments (Net Cost).....	2,235,434.36	2,094,968.65	140,465.71
Fixed Assets.....	1,550.61	1,518.11	32.50
	<b>\$2,283,903.65</b>	<b>\$2,129,963.80</b>	<b>\$ 153,939.85</b>
<b>LIABILITIES</b>			
<b>Current Liabilities</b>			
Refund Certificates Payable....	\$ 15,529.00	\$ 10,019.00	\$ 5,510.00
Advance Payments to Members.....	398.60	406.40	7.80*
Sundry Liabilities.....	25.92	16.87	9.05
<b>Total Current Liabilities.....</b>	<b>\$ 15,953.52</b>	<b>\$ 10,442.27</b>	<b>\$ 5,511.25</b>
<b>Net Worth</b>			
Pension Fund.....	1,687,337.07	1,676,183.12	11,153.95
General Fund.....	46,522.83	35,376.78	11,146.05
Income.....	534,090.23	407,961.63	126,128.60
	<b>\$2,283,903.65</b>	<b>\$2,129,963.80</b>	<b>\$ 153,939.85</b>

The Accounts Receivable charge of \$438.70, represents outlays incident to the foreclosure and settlement of overdue mortgages against three separate properties. The Association has since been reimbursed for this outlay except \$25.00, and satisfactory settlement was made with the owners of the properties without loss to the Association. The balance of \$25.00 is in process of being adjusted, also without loss to the Association.

It will be noted that the Investment Account shows an increase of \$140,465.71 over the previous year. While this increase is not as large as that of the previous year, it is very gratifying in view of business conditions during the past year, and also in view of the fact that pension payments to pensioned members are paid out of current funds.

The Income Account shows an income of \$126,128.60 for the year, which is an increase of \$12,808.36 over the previous year. The total income earned by the Association since its organization is \$534,090.23.

The above brief analysis of the Balance Sheet indicates that the Association was able to increase its assets during the trying year of 1931,

#### BALANCE SHEET AS AT DECEMBER 31, 1931

ASSETS		
<b>Current Assets</b>		
Cash in Bank.....	\$ 3,211.86	
Accounts Receivable.....	438.70	
Accrued Interest Receivable.....	43,268.12	\$ 46,918.68
<b>Investments</b>		
Real Estate Mortgages at Cost.....	\$1,574,618.43	
Real Estate Bonds at Cost.....	229,021.25	
Railroad Bonds at Cost.....	171,258.75	
State, County and Municipal Bonds at Cost....	119,050.37	
Utility and Industrial Bonds at Cost.....	144,062.50	
	<b>\$2,238,011.30</b>	
Less: Reserve for Amortization of Premiums and Discounts at Cost.....	2,576.94	2,235,434.36
<b>Office Equipment at Cost</b> .....		<b>1,550.61</b>
		<b>\$2,283,903.65</b>

#### LIABILITIES AND NET WORTH

<b>Current Liabilities</b>		
Refund Certificates Payable.....	\$ 15,529.00	
Advance Payments by Members.....	398.60	
Sundry Liabilities.....	25.92	\$ 15,953.52
<b>Net Worth—Pension Fund</b>		
Balance—December 31, 1930.....	\$1,676,183.12	
Member Contributions Received.....	331,197.55	
	<b>\$2,007,380.67</b>	
Less: Old Age Pensions Paid..	\$ 206,890.10	
Refunds to Retiring Members.....	58,925.65	
Refunds to Member Beneficiaries.....	29,077.35	
Disability and Dire Need Payments.....	18,175.00	
Refund Certificates Issued....	6,975.50	320,043.60
		<b>\$1,687,337.07</b>
<b>Net Worth—General Fund</b>		
Balance—December 31, 1930.....	\$ 35,376.78	
Member Dues Received.....	32,391.65	
	<b>\$ 67,768.43</b>	
Less: Operating Expenses Paid.....	21,245.60	46,522.83
		<b>\$ 46,522.83</b>
<b>Net Worth—Income</b>		
Balance—December 31, 1930.....	\$ 407,961.63	
Income on Investments During Year.....	125,863.84	
Profits on Investments Sold.....	54.00	
Sundry.....	210.76	534,090.23
		<b>\$2,283,903.65</b>

#### CERTIFICATE

We have audited the asset, liability and net worth accounts of the Milwaukee Employees' Pension Association as they appear on the records of account as at December 31, 1931. WE CERTIFY that the above statement is a correct copy of the balance sheet as appearing in our complete audit report as at December 31, 1931. A copy of our complete audit report is on

file with the Secretary-and-Treasurer of the Association. Our audit did not include an appraisal of the assets nor the computation of the liability under the pension agreements in force.

(Signed) FRAZER AND TORBET,  
*Certified Public Accountants,  
 Members, American Institute of Accountants.*

Chicago, Illinois  
 February 25, 1932.

**MEMBERSHIP STATEMENT**

as at				
December 31st, 1931				
	Totals	Year	Total	Total
	1930	1931		
Total Members Enrolled.....	29,058	723		29,781
<b>LOSSES IN MEMBERSHIP</b>				
Deceased.....	1,341	194	1,535	
Resigned.....	801	248	1,049	
Left Service.....	4,527	1,126	5,653	

Forfeited.....	271	72	343	
Duplicate Enrollments.....	125	2	127	
Members Pensioned.....	645	295	940	
	7,710	1,937	9,647	
Less Reinstatements.....	66	18	84	
	7,644	1,919	9,563	9,563
Net Membership End 1930.....	21,414			
Net Decrease in Membership 1931.....		1,196		
Net Membership End 1931.....				20,218
Members Pensioned End 1931.....	940			
Deceased Pensioned Members End 1931.....	145			
Net Pensioned Members End 1931.....	795			

C. W. MITCHELL,  
*Secretary-Treasurer.*

# DISBURSEMENT ACCOUNTING

## Its Primary Functions

### and The Car Accounting Service Bureau



**E. P. Willey,**  
 Auditor of Expenditure

THE Disbursement Accounting Office has two primary functions: first, the auditing of all forms of disbursements and, second, the accounting for the expense of operating the railroad.

The primary responsibility

for determining that the railroad company receives full value for each dollar paid out rests with the various departments incurring the expense. Definite requirements are placed on officers in charge covering the checking and approval of vouchers and payroll disbursements. It is the duty of the Disbursement Accounting Office to see that these requirements are fulfilled.

Approximately 60 per cent of the expense incurred for operating the railroad is for labor. All payrolls are forwarded to the Disbursement Accounting Office where they are audited and where the pay checks are prepared. An individual record is kept of each check issued. The paid checks, when received back from the banks through the treasurer, are sorted and applied individually to close out this record. In normal times in excess of 100,000 pay checks, representing approximately \$6,000,000 per month, are handled and accounted for.

Another major item of disbursement is for material purchases. For the year 1930 purchases, including fuel, totaled \$28,000,000. All material invoices are checked and approved by the purchasing agent and (except those for fuel) by the Store Department. The Disbursement Accounting Office is required to see that these checks have been completed in each case. In addition to that, the Disbursement Office must see that the terms of purchase are fulfilled, particularly that vendors are charged with foreign line freight charges, if any, and that full advantage is taken of discounting privileges extended by vendors.

The checking out of all fuel purchased to establish actual receipt by the company and unloading at ultimate destination is car-

ried out entirely by the Disbursement Office. This office also does the accounting for fuel used.

Considerable amounts are also paid out for services performed for the railroad other than by its employees, for taxes, for settlement of claims and for other obligations of a miscellaneous character. Each such payment is handled as a separate transaction, investigated by the proper department and approval for vouchering secured. There are normally about 3,500 such vouchers each month, totaling approximately \$3,000,000.

The Milwaukee Railroad employs the divisional plan of accounting for expenditures. At the present time there are twenty-five division, shop and department accounting offices reporting to the Disbursement Office. Each of these offices is controlled by the Disbursement Office in such a way that no item of accounting can be left incomplete. The accounts in each of these outlying offices are closed once each month and necessary journal entries and statements sent in to the Disbursement Office where they are audited and consolidated, and returns made to the comptroller.

Disbursement accounting on the Milwaukee Railroad is on a daily basis so that it is possible to produce accurate information weekly as to the current costs of operation. The advance figures produced for the month on operating costs are well within one-half of 1 per cent of the actual expenditures. These total monthly figures are available nine days after the close of the month which they cover.

New methods are being constantly studied with the idea of increasing the efficiency of disbursement accounting.

### Car Accounting Service Bureau

SHIPPERs of freight often find it desirable to keep in close contact with their shipments by rail and to adequately cooperate with its patrons in this respect. The railroad company maintains a Service Bureau in the office of the Car Accountant, Mr. E. J. Knoll.

This Bureau is equipped to furnish prompt and reliable information concerning the location, prospective time of arrival of cars at destination or delivery to connecting carriers.



**E. J. Knoll**

The Bureau operates under so-called symbol system of car tracing under which certain letter symbols and a series of numbers are permanently assigned to stations, that are used to identify carloads in telegraph reports to the Car Accountant. For instance, in the case of Kansas

City Station, KC is the symbol assignment with numbers 1 to 999, the numbers being used in sequence and repeated after the last number has been used. In the operation of this system a loaded car originating on the Milwaukee Railroad at Kansas City or received from a connecting carrier at that point is designated by the letters KC and a number, which combination is known as the symbol reference and is stamped in an appropriate space on the face of waybills for the information of all concerned; as, for illustration, cars out of Kansas City are assigned symbol reference KC-1, KC-2, KC-3, and so on.

Upon departure of each car from its initial station, a report is telegraphed to the Car Accountant showing its assigned symbol reference, initial and number, contents, point of origin, consignor, consignee, final destination, route, train number and time forwarded. Thereafter the car is known only by its symbol reference and as it passes certain important stations a report by telegraph is made to the Car Accountant giving reference to its symbol and train number and time of passing. The arrival of car at destination or delivery to connecting line is also reported by telegraph, giving reference to its symbol.

A car set out of a train short of destination for any cause is reported by its symbol reference with information as to point and cause of set out and probable train in which it will again go forward. This is followed by report when car is actually forwarded.

These telegraphic reports enable the Service Bureau to determine readily the immediate location of cars and furnish prompt answers to all inquiries. They are also used as a basis for broadcasting to all of the company's traffic representatives information as to cars moving to and from their respective territories.

# ACCIDENT SAFETY FIRST PREVENTION

## Safety First Taught in the Schools at Deer Lodge, Montana

MR. E. SEARS, Division Master Mechanic, located at Deer Lodge, Mont., takes a keen interest in the safety movement that is being featured in the schools of his home town and he frequently visits the school rooms when Safety is subject of the hour. On one of his recent visits to the eighth grade class, he was especially interested in a little poem written by Louise Johnson and a paper written by Gertrude Anderson, both eighth grade students, and secured copies of each which he sends to The Magazine and which follow.

Mr. Sears spoke briefly to the pupils on that occasion, telling them safety first work is a matter of repetition, something we have to go over and over continually and watch out for the things that happen from day to day, never losing sight of it at any time. As pupils pass from one grade to another this instruction has to be repeated to incoming classes and repeated continually. He called their attention to the rapid strides the safety movement had made in the past twenty years, and he also called attention to one of the phases of the school safety work, being that of the children's training along this line from the time they enter school until they leave, making a fine background for them in whatever work they may enter in later years where safety first is given consideration. This training which they enjoy now was not available to the men now engaged in promoting safety in the industries and so much of what the children are learning now had to be first learned by the men before they could go out themselves to instruct others.

### "Safety First"

Louise Johnson

"Safety First" is a slogan  
You should try to learn  
And watch yourselves and others  
At every dangerous turn.

The powerful railroad motor  
Is a very dangerous thing,  
So listen for the whistles  
And bells that clearly ring.

Before you cross the railroad,  
"Stop and Look and Listen,"  
Or you won't see the signals  
And signs that brightly glisten.

Too late to think about it!  
The damage has been done  
When you have had an accident,  
And suffering has begun.

### What It Means

Gertrude Anderson

MOST people are probably familiar with the expression, "Safety First," but few stop to think what it really means. Before one does

anything he should always be sure that it is free from harm, injury, or risk. That would be "Safety First."

There are many places on the way to school where accidents might occur. Many children have to cross tracks when coming to school. Railroad companies provide viaducts, watchmen, and light and bell signals so if someone is hurt it is usually his own fault. Always "Stop, Look, and Listen," before crossing railroad tracks.

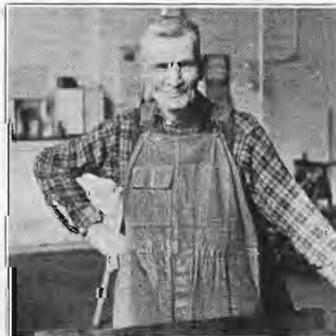
Almost everyone has to cross at least one street on the way to school. Always remember this rule: "When crossing streets, look first to the left, walk halfway across the street, and then look to the right." One would always be sure to see any cars coming if this plan were followed. A large per cent of all fatal accidents are automobile accidents. In 1930 there were 31,000 fatal automobile disasters. In England there are so many automobile accidents that a scoop-like apparatus has been constructed to go along in front of the car and scoop up those that are run into, so that they will not be run over before they can get on their feet. Not only the pedestrian, but also the driver, should be careful. Small children, especially around the school zones, walk aimlessly along, paying no attention to cars. It would be very easy for serious accidents to result. At no time should the autoist drive too fast.

Some children ride bicycles to school. They should always be careful, especially if they ride on the streets. If they were not watching, a car could easily run into them. If the bicyclist were riding on the sidewalk, he might run into someone and seriously injure him.

It is quite possible for serious accidents to occur while at school. Fire drills are given so that if there is a fire, lives will not be lost. The children should learn to understand and obey the signals. Pushing and crowding should always be avoided, especially around the doors. If everyone bunched up at the door, someone might be pushed over and trampled on, or someone might not be able to get out before the flames overtook him. One should always try to be calm in a fire drill.

Running on steps is quite dangerous. Someone might fall and break his bones, or be walked on, especially if there is a large crowd going downstairs. If there is a crippled child in the crowd, he might be knocked down and never again be able to use his limbs.

Some children like the idea of sliding down bannisters. This is quite dangerous. They might



Above Is a Picture of Fred Schwartz, Who Has Just Celebrated His Fiftieth Anniversary With This Railroad. It Was on February 19th, 1882, At the Age of 24, That Fred Became a Member of the "Milwaukee Family"; a Quiet Sort of Fellow Who Has Served "Us" As a Painter and Painter Foreman

fall off the bannister and kill themselves, or injure themselves quite seriously.

Pushing and shoving around the drinking fountain is also very dangerous. Not only might someone get a bad head bump, but he might also break his teeth and either have to go through life with broken teeth, or pay a large sum of money to have them fixed. If there is water on the floor, one might slip in it and hurt one's self quite badly.

Some children like to scuffle in the building or on the steps. This is quite risky. If one fell on a sharp corner, one might be hurt quite badly, or if one fell down stairs, he might be seriously injured.

It most always happens that accidents occur when someone is acting foolish, or trying to show off.

Always remember, no matter what you are doing, "Safety First."

## Let Leaders Remember

By W. F. Coors

Electrical Inspector, Coast Division

In utility plants and industrial shops,

Where are those who direct plans for progress ahead,

And have men under them who are also engaged  
At high or low toil, gaining their bread—

Or in armies or railroads or steamships or stores  
Where managers, superintendents and foremen  
may be,

With subordinate help to do all of the chores,  
Let leaders stand firm for kind charity.

REMEMBER: To point a man's faults with constructive aim,

To him and not others his errors proclaim.

That fair criticism—not nagging—to show him the better,

Will make a dolt loyal if not a go-getter

REMEMBER: Too, that an employe's commendable service,

Work, extra well done and all finished up clean,

Or performance beyond the line of usual duty  
Meets best reward with compliment'ry routine.

REMEMBER: A man who will not stand up for his alley,

And receives his rebuke with a sycophant's smirk,

Is but holding his job in his weakness,

And has no real pride in his work.

REMEMBER: That others, though silent, may be better timber,

And feel cold contempt for the boss in abuse,  
If you are the one who will do any bad'ring,  
Always take stock before you let loose.

REMEMBER: Though men under you by mistakes cause expense,

Lost labor, material you never can mend,

The underling's errors cost but a few dollars,  
While leaders' mistakes may bring all to an end.

REMEMBER: Man does not learn by his position alone,

Real experience gives ableness too;

And whether you were placed on Labor's high throne

By chance or else, you can still learn something new.

REMEMBER: Subordinates are not like school-boys entirely,

Your position is not like a master's in kind.

A fair attitude must concede their real knowledge,

Perhaps even greater than yours, you may find.

# Safety Records

## Always Find Room for Improvement

By John Taubel, Switchman, Superior Division

OUR Safety First meetings are a very big success and our record is very good but we always find room for improvement. Just the other day, I was doing something which was not in a safe way. Our engineer called my attention to it and I think this is a very good thing. There are a lot of us who go to Safety First meetings just to get our names on the sheet but this is not right. Let's all go there to bring about better conditions and safety to our fellow workmen and to their families. The loss of the head of the family results in suffering because there is no pay check coming in to take care of the ones at home. Our Trainmaster and Superintendent are helping us to make a record on this division and all would feel proud if the Wooden Shoe was on top. Let's help to put it there.

If we all work the safe way, then we know that our fellow workmen will follow us, but one overstep and the next one wants to keep up.

There is a very good slogan that a little girl wrote in the Kiwanis Club contest and it won second prize. This slogan read, "Carelessness Kills." Let us all remember this one.

If you were injured in any way, your beloved ones would be waiting at home for you who left in the morning but who could not return at night.

Our superior officers are working for your family as much as you are and want you to return home to your family and not have to go to a hospital.

I was like all the rest of us some time ago, after a Safety First meeting I would say I am glad it's all over with, as it is only a Safety First meeting, but that is not the right way to feel. Go there and mean business and bring out the facts of dangerous conditions or conditions that are not right. The officer in charge of the meeting will always be glad to listen to such suggestions.

Now, let each and every one of us help to put the old Wooden Shoe on top, it can be done very easily. All we have to do is talk Safety First with our fellow employes when we have time, or call their attention to unsafe practices, like this engineer did in my case.

When your switch list is finished and the day's work is done, put the switch list in your pocket and walk safely home to those whom you know will be happy to see you.

## Something to Think About

E. H. Pfafflin, Division Engineer, Terre Haute Division.

SELF preservation is the first law of human nature. Certainly nothing could be in closer harmony or more vital to self preservation than Safety First, but there seems to be a gap between these two things, a lack of vision or understanding. There are some men who do not become aroused to the dangers in some things which they do until they very suddenly find themselves in a situation which threatens their physical well-

## Bensenville Car Dept. Force Has Three-Year Record

The following bulletin put out by Car Foreman Henry Hewing at Bensenville to all of his employes should be of interest to everyone on the railroad as it indicates the results of proper cooperation between the foreman and his men.

"To All Car Department Employes, Bensenville:

"The Bensenville Repair Track and Train Yard Car Department forces are finishing their third straight year without a reportable or lost time injury. It will be three years in February, 1932, since we had the last one. During this period our force consisted of from between 72 to 81 men and at this writing it is 72. This is a record second to none in the Chicago District and I am proud of it and you all should be doubly proud of it, as you made it. Every single individual played his part, by doing his work safely, by complying with the Safety Rules, by thinking always a little ahead before doing a job of repairing or inspection to be sure the safe course will be followed, and by thinking a little of your fellow worker or partner to be sure he is familiar with your moves.

"I sure would dislike having anyone spoil our good record through carelessness or by violation of some Safety Rule; this won't happen if you play the game safe, from the bottom of your heart always. Let us continue our good performance of no injuries. You can do it. Suggestions or constructive criticism is always welcome."

H. HEWING, Car Foreman."

## Nice Record at Wausau

Asst. Supt. Hoehn advises that Freight House Foreman Frank Voeltzke at Wausau put up a poster in the form of a score board and started a campaign to work up enthusiasm among the 209 employes in an effort to win what they termed the local "ball game" for Wausau, the "ball game" representing a contest between personal injuries and a clear record. Mr. Voeltzke is very happy to report that Wausau won the game by having a clear record throughout the year 1931 and so far he is continuing this nice showing in the year 1932.

There is always considerable activity along the lines of Accident Prevention at Wausau Freight House not only with our employes but the teamsters and truckers who transact business there also understand that whatever they do around Wausau freight platform must be done safely.

## Good Record at Marquette Roundhouse

Division Master Mechanic P. L. Mullen reports that Roundhouse Foreman James Bell at Marquette with a force of approximately 100 men has completed a three-year period without an injury.

This is a mighty fine record and one which Mr. Bell is determined to continue indefinitely.

## Safety Contest Results for Year 1931

The 1931 safety contest results have just been completed and no doubt all employes will be interested to know that the officers listed below were in first position at the close of the year. It must be a source of considerable satisfaction to these officers to know that this distinction came to them only because of the fact that they were able to secure the support of the employes under their supervision and maintain sufficient interest in the Accident Prevention Movement. Each employe owes it to himself to keep from being injured in the year 1932, and by doing so, he will be instrumental in bringing about a good record for the officer under whom he is employed.

Name	Title	Division
B. F. Hoehn	Asst. Superintendent	Wisconsin Valley
G. E. Passage	Master Mechanic	Terre Haute
F. D. Campbell	Asst. Supt. Car Dept. (Classed with Gen. Car Dept. Supervisors)	Lines West
M. M. Harrington	Trainmaster	Wisconsin Valley
W. C. Blase	Traveling Engineer	Twin City Terminals
B. O. Johnson	Division Engineer	Hastings & Dakota
A. H. Hobert	Roadmaster	Dubuque & Illinois
Tom Koga	General Foreman in Charge of Large Extra Gang	Rocky Mountain
J. Ostrom	Chief Carpenter	LaCrosse & River (2nd Dist.) and T. C. T.
G. W. Dahl	General Yardmaster	Dubuque & Illinois
J. P. Fahey	Agent, Large Freight House	Minneapolis, Minn.
D. B. Rivers	District Storekeeper	Northern District
L. Gerhart	Signal Supervisor	Southern District
J. G. Wetherell	Assistant Engineer	Milwaukee Grade Separation
Al Pentecost	Locomotive Shop Supt.	Tacoma, Wash.
G. Reichart	Car Shop Supt.	Milwaukee, Wis.
J. J. Roe	Supt. Rail Mill	Savanna, Ill.

## Our 1931 Record

The personal injury figures for the month of December and the entire year, 1931, are as follows:

	December, 1931			December, 1930			Increase or Decrease		
	Fatal	able	Lost Time	Fatal	able	Lost Time	Fatal	able	Lost Time
Lines East	—	9	5	—	13	6	—	—4	—1
Lines West	—	1	1	—	1	—	—	—	+1
System	—	10	6	—	14	6	—	—4	—

A decrease of 29% in reportable cases.

	Year 1931			Year 1930			Increase or Decrease		
	Fatal	able	Lost Time	Fatal	able	Lost Time	Fatal	able	Lost Time
Lines East	8	131	111	17	271	175	—9	—140	—64
Lines West	1	21	21	6	74	44	—5	—53	—23
System	9	152	132	23	345	219	—14	—193	—87

A decrease of 56% in reportable cases.

It will be noted from the accompanying tabulation that there was a reduction of 56% in the number of reportable injuries for the year 1931 compared with 1930, which means that the goal calling for a 50% reduction, which was set at the beginning of last year, was attained and, in

ract, exceeded. This is a very fine showing and indicates what can be accomplished by employes who have learned to appreciate the value of safety.

While the decrease of 56% in all reportable injuries, which includes a decrease of 61% in fatalities, is something to be proud of, we should not lose sight of the fact that there were 161 employes injured seriously enough to be disabled in excess of three days, some of the cases involving permanent disability. These injuries are unnecessary and in 1932 all employes should endeavor to prove that the Milwaukee Road can be operated without accidents and without personal injuries. In most cases it is a matter strictly in the hands of the individual employes because a careful workman is never injured. It is largely a matter of how much interest the men take in their own personal welfare, as well as that of those dependent upon them. A thorough education in safety can be acquired by diligent study of the safety rules and instructions and by carefully following out the line-up of the work as given by the foreman. Certainly we will agree that it is far better to have the distinction of being a careful workman, one whose judgment on how the work can best be handled with safety is respected by all his fellow-workers, than it is to be known as an employe who is habitually careless or unmindful of the safety of himself or those working with him. You, as an individual employe, will want to improve upon your safety education and avoid personal injury of any kind.

### Divisions with Clear Reportable Injury Records During the Month of January, 1932

The records show that all of the following divisions completed the month of January, 1931, without a reportable or lost time injury with the exception of the Coast Division, on which one lost time injury occurred.

Iowa	Trans-Missouri
Terre Haute	Rocky Mountain
Milwaukee	Idaho
Milwaukee Terminals	Coast
Iowa & So. Minnesota	
Twin City Terminals	
	Sleeping & Dining Car Dept.

### The personal injury figures for the month of January, 1932, are as follows:

	January, 1932			January, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East.....	4	14	9	1	10	11	+3	+4	-2
Lines West.....	4	14	9	1	10	12	+3	+4	-1
System.....	4	14	9	1	10	12	+3	+4	-3

An increase of 64% in reportable injuries, which includes an increase of 300% in fatalities. Enginemen and Road Trainmen had more reportable injuries than any other group of employes. The January performance was not what it should have been and all employes should realize how important it is that personal injuries be prevented.

The entire Locomotive Department force on the H&D Division under Master Mechanic E. W. Hopp has a record of 41 consecutive months without an injury of any kind. That is good safety performance.

The records show that the following divisions completed the month of February, 1932, without a reportable injury, and those marked with an asterisk also went through the month without a lost time injury.

- \*Dubuque and Illinois
- \*Iowa
- \*Terre Haute
- \*Milwaukee
- \*La Crosse and River
- \*Madison
- \*Superior
- \*Rocky Mountain
- \*Idaho
- \*Coast

### Lyndsey Ward Dousman

At the home of his son, Charles J. Dousman, in Baker, Montana, occurred the death of Lyndsey Ward Dousman, veteran employe of The Milwaukee Road, at the age of 82 years.

Mr. Dousman was the son of Dr. John B. Dousman of Milwaukee, Wisconsin, a pioneer resident and celebrated physician of that city. He was born in Milwaukee and began his railroad career at an early age, having served the company, at the time of his retirement from active service a few years ago, for more than 54 years.

He was for many years station agent at Fort Howard, Wisconsin, but migrated westward with the extension of the railroad and when the Trans-Missouri Division of Lines West was opened to operation he was the first station agent at Lemmon, South Dakota.

At the time of his retirement he occupied a position in the general offices of the company at Seattle.

Mr. Dousman was a member of a family noted in the annals of Wisconsin State history as well as in the development of The Milwaukee Road. He is survived, besides his son, by a brother, B. A. Dousman, of the railroad's Accounting Department in Chicago and a sister, Mary E. Dousman of Milwaukee. The late R. J. Dousman for many years an Auditor of the company and later General Auditor of an eastern railroad, was also a brother.

The many friends of Mr. Dousman on The Milwaukee Road remember him with affection and regret to hear of his passing.

### Levin G. B. Price

On January 23rd at his home in Chicago, occurred the death of Levin G. B. Price, veteran porter on The Milwaukee Road, between Chicago and the Twin Cities. Porter Price was for many years a familiar figure to travelers on the Pioneer Limited, many of whom knew him as "Uncle Ned" and esteemed him as a friend. Kindly, courteous and always obliging, Price belonged to the old school of Milwaukee Road porters, men who carried into their work the realization that good service made friends not only for themselves but for the company and increased the patronage. He was "Captain" in his car and no one ever left the train after a trip with Price with any but pleasant recollections of a good trip and courteous attention to his wants.

He had retired from active service on account of ill health, several months previous to his passing.

The funeral was held from his Chicago residence. He is survived by his widow, two daughters and four stepsons.

A story is told of him that illustrates his habitual kindness and thought for others: A little girl passenger, thirty years ago, en route to her home in Red Wing, Minn., asked to look at "the funnies" in a Chicago

being. It is only then that they learn the relationship between Safety and Self Preservation.

A recent example of this was noticed on a cleanout yard where one of the men was irritated by sand in his shoe and he walked over to the track on which the cleanout cars were standing, and in which the men were working, sat down on the rail under one of the cars and took off his shoe and cleaned out the sand. In the meantime the men cleaning out the cars came along the track and to clean out the car struck one latch of a door and the latch on the other side became dislodged from the jar and the door fell, striking the man (who sat on the rail to take the sand out of his shoe) on the shoulder, throwing him into the center of the track and cutting a gash in the back of his head. Fortunately he was not seriously injured.

In thinking over the situation, the thought which comes to my mind is, should not any man working on a railroad any place know better than to sit on a rail over which cars might be moved at any time? It is true that the track is protected by a blue flag, however, on a grade, the cars are liable to move at any time.

This man, as you will note from the above, was not alive to the connection between Self Preservation and Safety First.

Sunday paper, which he gave to her. She was so interested and delighted that Price promised to drop off the comic section of the paper for her, every Sunday as the train passed Red Wing, and he kept that promise religiously. Although the little girl grew into womanhood with the years, Price never forgot her.

### Helen Kirwan

ON February 19, in the hospital at Miles City, Mont., occurred the passing of Miss Helen Kirwan, after a protracted illness, that finally required an operation, from which she was unable to rally.

Miss Kirwan was an exceptionally gifted young woman, and very greatly beloved by a large circle of friends. She had been for several years employed in the office of the superintendent at Miles City and had held the post of correspondent for The Magazine for the West T. M. Division. Her column, entitled "Hot Shots from the West T. M. Division," was always bright and full of cheer and was enjoyed by readers of The Magazine, even though they lived far from the division of which she wrote. Her passing is a distinct loss to The Magazine, which tenders sincere sympathy to her family and the countless friends she has left to mourn her going. She leaves with us all a memory of sweetness and light.

### Attention

Former members of the 60th Engrs. (Railway Operation).

We are holding our first reunion at Portland, Ore., September 12, 13, 14, 15, in connection with the Nat'l Convention of the American Legion.

For further information write L. H. Foord, 3318 Flower St., Huntington Park, Calif.



# THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XX

APRIL, 1932

No. 1



Published monthly, devoted to the interests of and for free distribution among the employes of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

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

Single Copies, 10 Cents Each—Outside Circulation, \$1 Per Year

U. S. Postage on This Magazine Is Three Cents

## NO MEETING THIS YEAR

### *Executive Board of Veteran Employes Association Vote Not to Hold a Meeting This Year*

AT A meeting of the Executive Board in Chicago, February 25, the following action was taken: On a motion by Mr. J. T. Gillick, vice president of the Association and seconded by Mr. Boyle, it was decided that the annual meeting this year be dispensed with and that the sum of five thousand dollars be donated to the General Governing Board of the Milwaukee Railroad Women's Club to be used in relief work for members of the association and their dependent families. The text of the resolution is as follows:

WHEREAS, at the annual convention of the Association held at Minneapolis on September 14, 1931, the Executive Committee was authorized, by resolution, to use so much of the available funds of the Association as in their discretion shall be desirable to afford relief for members of the Association and dependent members of their families during the continuance of the existing depression; and

WHEREAS, many applications for such relief, have been, and will continue to be, received;

NOW, THEREFORE, RESOLVED by the Executive Committee that the sum of Five Thousand Dollars (\$5,000) be, and it is hereby appropriated for such purpose and that the Treasurer be authorized to turn over said amount, from time to time, as convenient, to the Governing Board of the Women's Club to be disbursed to such applicants for relief as shall be approved by the Executive Committee of that Board;

RESOLVED FURTHER, that in view of existing conditions of need, and of unemployment, it is desirable to conserve the funds of the Association; therefore,

RESOLVED FURTHER, that no annual convention be held in the year 1932.

### **Crossing Accidents**

MOTORISTS who race trains to grade crossings to find they have lost are asked to display good sportsmanship and come to a full stop.

This is the appeal of M. J. Flanagan, manager of the Milwaukee Road safety department, whose records disclose that in 1931 more than 47 per cent of such accidents were caused by automobiles being driven into the sides of engines and cars moving or standing at crossings.

In one state served by the railroad the number of autos that struck trains was five times greater than the number struck by trains.

With such evidence of disregard for safety it is easy to see why so many drivers reach the tracks just in time to be struck by the trains.

### **The New Highway Menace**

SENTIMENT is rapidly crystallizing, bringing with it the possibility of legislative action, in favor of controlling use of the highways by the huge trucks that have made their appearance mostly within the past year. Up to that time merely large ones were used—now several are attached to each other, like cars on trains.

Trucks have a part to play in the commercial development of the country. Speedy and comparatively cheap methods of transporting produce spell progress for business undertakings.

### **Trucks Constitute Menace to Safety**

But there is not only good in the situation that has been developing. First of all, from the standpoint of automobilists, these huge trucks constitute a very material menace to safety. Blocking the highways, spreading out over them, cutting off the view ahead, they spell danger.

It is a question whether, even equipped with mirrors or so-called safety devices, the drivers have a good view of the road behind. Yet with passenger cars the laws are very strict as to having an unobstructed view to the rear.

Another point cannot be overlooked. These trucks are competing most effectively with the railroads. They are taking business away from them.

We look to the railroads to pay large sums in taxes to the various communities which help to pay governmental expenses. They operate on private rights of way, endangering no one save at crossings.

### **Contribute Little to Government Cost**

Yet we are permitting these trucks to reduce the railroads' incomes, while, aside from small license fees, they contribute little if anything to the cost of our governments.

From the standpoint of safety, we must bring these users of our highways under better control than at present. And from the standpoint of governmental revenues, they must be forced to make reasonable contributions, just as their competitors, the railroads, are compelled to do. This is merely a matter of fairness. From the Schenectady (N. Y.) Gazette.

### **Trucks and Railroads**

CRESTON News-Advertiser: The Couzens bill to place motor buses and trucks under federal control, just as the railroads are controlled by the interstate commerce commission, seems to be drawing forth some interesting testimony.

That, of course, does not mean that trucks and buses ought to be abolished. It does seem to indicate, though, that the railroads' competitors ought to come under the same sort of regulation that applies to the railroads themselves. The present set-up is hardly fair.

—Newton (Ia.) News.

### **A Comparison**

AN ESTIMATE prepared by an economist, Dr. Samuel S. Wyer of Columbus, Ohio, shows that of the 78 billion dollars income of the people of the United States in the year 1926, before the period of over-expansion and subsequent deflation, 8.2 per cent was spent for railroad transportation, and 16.2 per cent was spent for motor vehicle transportation. This difference has been widened, of course, by the increase in use of motor vehicles in recent years.

Is it not reasonable to assume that the public feels to a much greater extent its tremendous expenditures for methods of transportation that did not exist a generation ago, than its comparatively small expenditures for rail transportation?

### **More on the Same Subject**

A MOTOR truck has run 14,600 miles at an average expense of one-half cent per mile for fuel. Railroads are asking the government to suppress these trucks because they interfere with monopoly.—From an Iowa Weekly Paper.

The newspaper item quoted above is worth consideration as it probably ex-

presses ideas entertained by many persons unfamiliar with transportation affairs today.

We have no knowledge of the size or capacity of the truck referred to nor the kind of fuel used. If gasoline was burned the truck averaged 28 miles per gallon of 14-cent gas. Of course, it probably used some lubricating oil and 14,600 miles can be assumed to represent a substantial part of the life of its tires.

If the operator was a responsible and practical person he paid out something for license fees and for insurance to protect other vehicles and his own cargo and charged off a fair sum for depreciation. He may have been fortunate enough to get by without paying anything for repairs or garage services during the period.

Of course, the driver's time was worth something. At 500 miles per day about a month's wages would be earned in running 14,600 miles and if it was a large truck, two men likely were employed. One-twelfth of a year's expenditures for all the items mentioned would amount to many times the half-cent a mile referred to, but—these items do not take into account any payment, in the way of rental, for use of the highways over which the 14,600 miles were run, as a return on the public's investment in building and maintaining these highways.

Now as to the statement that "the railroads are asking the government to suppress these trucks because they interfere with monopoly"—

It requires quite a stretch of the imagination to consider the railroads as having a monopoly of the transportation business. For a number of years buses, trucks, airways and waterways

have been actively engaged in this field, aided by the long suffering taxpayer, and are taking an important part in the transportation of persons and property in this country.

The only sense in which the term "monopoly" can be used appropriately now is in respect to the monopolizing of public highways by motor carriers operating for profit. The Emmetsburg, Iowa, *Reporter* puts it in these words, "When these commercial vehicles begin to pay taxes in proportion to the railroads then will be time enough to allow them to monopolize and wear out our highways."

Nor do the railroads seek to "suppress" these highway carriers. Many of them perform useful services and are operated by responsible persons. But the railroads do believe that it is unfair for the public to require them to con-

### April

Tears are of no avail  
April, thy laughter, please.  
We know as Mary knew  
Life and its sorrow.  
Winter was yesterday,  
Spring came again today,  
Easter tomorrow.

Tears are of no avail  
April, thy laughter, please.  
Apple snow on the grass,  
Hares in the brush as we pass,  
How shall the least of these  
Think but the plan is best?  
Years lessen sorrow.

Tears are of no avail  
April, thy laughter, please.  
Easter tomorrow.

—N. B. D.

## The Slide and Washouts in the Cascades

ON February 26 occurred a series of slides and washouts in the Cascade Mountains, causing greater damage to the Milwaukee's right-of-way, road-bed, trolley poles, wires, etc., than anything of a similar nature in the previous history of the railroad.

The official report on that morning is as follows: "At four a. m., February 26, power went off the line, lost all signal and telegraph wires east of Cedar Falls. Necessary to detour 1st and 2nd 15. It had been raining hard for three days and nights, which, together with the heavy snows in the mountains, caused high water in all creeks and rivers and all ordinarily dry runs, resulting in four small slides between Renton and Cedar Falls, one slide west end Ragnar, 250 feet long, 4 feet deep; one big slide and washout midway passing track, Ragnar, 150 feet in length, 25 feet deep over siding, 15 feet over main line, track washed out to depth of 40 feet; east of the switch, Ragnar, track washed out distance of 600 feet, 90 feet in depth. Two and one-fourth miles east of Ragnar, track washed out a distance of 500 feet and to a depth of 120 feet. Three and one-half miles east of Ragnar, fill washed out

for 75 feet outside of rail."

There were also many logs, stumps and trees, rocks and gravel carried down to right-of-way, all of which contributed to the washout's damage.

All traffic had to be detoured and forces were at once put to work clearing away the debris and repairing the damage. The work was pushed day and night, fills, trestles, trolley poles, trolley wires, signals, telegraph and telephone wires and track repairs were pushed with all speed and, on March 17, the line was again open through, a record-breaking job, accomplished with safety and despatch.

The pictures on page 2 show some of the havoc wrought by the terrific force of a mountain snow slide, as it plows its way down and cuts its own path, regardless of bulwark and barrier, carrying everything movable, and some things previously looked upon as immovable, before it—trees, rocks and sections of the hills themselves, caught up and carried down in the mighty thrust of the avalanche.

Fortunately, no trains were caught in any of the slides that have occurred in the winter break-up in the Puget Sound country.

duct their operating, traffic and financial affairs strictly according to regulations, under the supervision of a government commission, while other kinds of carriers are permitted to operate free from such regulations.

To illustrate what is happening under this lopsided situation: Our attention has been directed to reports of two recent highway accidents, one in Minnesota caused by a driver leaving his stalled truck on a highway at night without lights while he went in search of assistance. He carried no insurance, had no chauffeur's license, had paid but \$50 down on his truck and was unable to pay anything to the owner of the automobile that was badly damaged by running into his unprotected truck.

The second case, in Wisconsin, involved a five-ton trailer truck which ran through a stop light at a busy corner in a small town, narrowly missed some school children and parked cars, broke off an ornamental light post and a high tension light pole, and capsized. This man had paid \$1,000 on the \$3,000 truck, carried no insurance and was altogether without funds.

In referring to the first accident the Fairmount *Sentinel* said: "The case illustrates what the railroads are up against in the way of freight competition. Here is a man who doesn't pay a cent for license, has but \$50 invested and is totally irresponsible, hauling stock to market at any rate he can get, against the railroads whose rates, responsibility and investments are fixed."

Now read again the clipping quoted at the head of this article.

### How Did They Do It

THE cannibal puzzle submitted by Michael Cavallo at Western Avenue:

Three missionaries, a cannibal chief and two cannibal tribesmen wish to cross a stream in a rowboat, which will not hold more than two passengers at a time. The missionaries and the chief can row, but the tribesmen cannot.

The cannibals are still quite savage, and if they had the upper hand in numbers, might attack the missionaries. Consequently the crossing must be arranged so that it will not at any time bring together more cannibals than missionaries on either side of the stream.

How do they get across the stream? "An old puzzle but still good."

Buttons may be used to represent the missionaries, and matches for the cannibals, a burned match for the chief.

Answer will appear next month.



Agent D. E. Sullivan, Vermillion, S. D., and His Interesting Family

# Real He-Men—Locomotive Engineers

Written by the Wife of One

LILLIAN ROSE

READING for railroad men, of course, to interest them, must be about themselves and their work, for they live, move and have their being in a world apart, and know nothing else. Especially is this true of those great big up-standing he-men—the locomotive engineers—fat, bald and otherwise. All right, all right, but how long would they stay that way, or any other way, without some of the opposite sex along the right-of-way? Therefore, and because, nothing much has ever been written concerning locomotive engineers' wives—as locomotive engineers' wives—I now dedicate the ensuing lines to the HE-MEN, in behalf of those women who are wives, and those who may—in a moment of mad abandon—be contemplating such a hazardous and lonesome step.

In the first place, a locomotive engineer cannot be classified with any other species. He is neither a business man nor a professional one. To laborers and craftsmen he does not belong. Unclassified he is. Unclassifiable he remains. He comes in at all hours of the night and day, demanding food, clean raiment or sleep, as the case requires. Regardless of need of regularity for the rest of the family, his wants must have—and get—immediate attention. He takes his rest at any hour of the clock other than those prescribed by the world at large, as the proper sleeping time, and woe be it, should one of the children slam a door, a neighbor telephone or the baby cry, for out of the bed, pajama-clad, he scrambles, wild-haired and orrie-eyed—"For gosh sake can't a man get some rest around here? Cantcha teach those kids sompin? Whatinell did she have to talk about so important that it couldn't wait, anyway cantcha answer that phone before it rings itself off the wall? Home is a great-little-old place, I'll say." Then glancing at the clock, "Well, 'slong as I'm up you may as well get me a bite, all I do on the road is starve, seems as though a fellow might get a square meal in his own home, once a week anyhow." And on and on.

Then there is the matter of sociability. What a great day it is in family history when the wife calls up some long-indebted-to-friends and invites them for dinner Friday night. This is something she has been trying to do for over two years, but there never seemed to be any time when it even looked as though friend-husband-the-locomotive engineer would be at home to sit at the head of his table. But he comes in off his run, one day, and remarks, "One more round trip and I'll be pulled till the first." Now is her chance! She feeds the Dear Thing all his favorite foods—for once—shutting her eyes to the doctor's

dictum concerning high blood pressure. She muzzles the children and muffles the telephone. Checks over her accounts and gets a line on the monthly expenditures. Inspects her own and the children's best duds, and finally makes the big decision. Yes! When Alcibiades comes in next trip she will throw that party!

When he gets up in mid-afternoon—wife having foregone a bridge party or guild tea, so that she may be home when he awakens, ready to humor his whims, soothe his temper, pamper his appetite and coddle him up generally, she delicately broaches the subject. God help her! If that unclassified genus-homo can be beaten for offering objections or thinking up aggravations such as, "Who wants a houseful of company around every time he comes home? Anyway you distinctly told me three years ago, when my folks were here, that you were through entertaining until you had some new—eh—er—ah—what ever the heck it was, but anyway, that's what you said." As I say, if he can be beaten at that kind of rebuttal, well, show me!

Finally after much skillful and diplomatic persuasion, she brings him around to her side of the argument, so much so, in fact, that when he goes out at 11:30 his last words are:

"Now go ahead with that feed, Little Woman, and don't quibble about the cost; when I invite those birds to my house, I expect you to show 'em." My word! !! But she doesn't flicker an eyelash of surprise as she meekly answers, "I'll do my best, Alcibiades, you are the bestest engineer on the system." And thereupon he bestows on her a second kiss as he goes out the door.

All day Thursday, every moment, is a frenzy of work in order that this kind and loving engineer-husband and father may sleep next day undisturbed by vacuum cleaning and noisy-such-likes. Between breaths the children are admonished and threatened dire consequences if certain orders are disobeyed.

Friday dawns beautifully. Alcibiades goes to bed, the children are cherubs, and dinner arrangements go forward quietly and without a hitch. Everything will be ready and the guests are scheduled to arrive at 7 o'clock. The Lord of the House gets up. Oh joy! He is rested and feels fine, even glad to stay home a trip and let a younger man have a chance once in awhile or "Take it from me, Little Woman, I've the best little old job agoin' and I always did want to show this outfit (the invited guests) how to entertain without a wife working herself to death cookin' a few extra potatoes and getting nervous about everything." And counting to-

day, he will have two and maybe 3 days off. Whoopee! !! God's in his His heaven and all's right with the world.

At 6:15 the telephone rings. In consternation she cavesdrops the one-sided conversation, gathering from his forceful railroades that he is being called! Dismayed at the plight into which her plans are being so rudely thrust, she stands fascinated at the rapid change of front, this sturdy oak to which for many years she has been clinging, makes.

"Not me Doc, I'm off till the first. Aintcha got no extra men? What? He won't, eh? That's the dope, eh? From the M.M.?" And then with a gleam of gratification in his eye, "Well, O.K. by me, if he squares me with the griever—7:45, huh? I'll make it, O.K." Then turning to his wife, "This is a special and the M.M. won't O.K. any of the extra men for it," his chest measurement the while assuming a visible increase. "That's \$20.00 more, not so bad, eh? Always can use the money. I always said this mileage regulation was the bunk, let a man get out and make all he can or wants to. You'll have to call off your (not his anymore) dinner or run it alone, Little Woman, I have to go."

"Whatever you say, Alcibiades," she submissively answers, while visions of her forthcoming embarrassment cross her mind.

Forgotten are his earlier altruistic inclinations, utterly oblivious, as to any obligations to his wife and his invited guests; aside from births and deaths, home-ties do not bind him. His mind is already on draw-bars and trackage, gages and water. His overalls have become a royal mantle. The steel rails beckon. The M.M. has signally honored him and relies on him to make the trip on schedule time. On schedule time it will be—Providence co-operating.

He is unclassifiable. He is a LOCOMOTIVE ENGINEER.

## The Puget Sound Pineers

AT the annual meeting of the Puget Sound Pineers, the following officers were elected:

President—M. C. Helmer, Coeur D'Alene, Idaho.

Vice-Presidents—W. E. Douglas, Lewistown, Mont.; J. G. Kressel, Mo-bridge, S. D.; E. L. Dunlap, Miles City, Mont.; L. J. McCormick, Deer Lodge, Mont.; P. J. Cummins, Missoula, Mont.; J. P. Downey, St. Maries, Idaho; H. R. Calehan, Tacoma, Wash.

Secretary-Treasurer—J. E. Brady, Tacoma, Wash.

The 1932 meeting will be held at Coeur D'Alene, Idaho, during the summer months, date to be set later.

Dues for 1932 are now payable and may be remitted to any one of the vice-presidents named above or to the undersigned.

J. E. Brady,  
Secretary-Treasurer, 2908 N. 22nd St.,  
Tacoma, Wash.

Expenses are not hard to meet, you meet them everywhere.

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



## + CONFIDENCE +

One of the prime factors in any business or enterprise is Confidence, the loss of which results in chaos and has forced some of our strongest institutions to close their doors.

CONFIDENCE is the basis of family ties, for without Confidence in each other the ties would soon be broken.

CONFIDENCE in ourselves and fellow men is an incentive to greater accomplishments.

CONFIDENCE in the Employe is the basis of service offered by the Employer and likewise Confidence in his Employer encourages every Employe to give his best in the rendition of that service.

The Milwaukee Railroad officials and employes over a long period of time have enjoyed each others Confidence and this same Confidence and the will to do has been an important factor in insuring to the Milwaukee Railroad its share of the patronage in these trying days.

We feel assured that Confidence in our institutions and the principles they stand for will contribute much toward the adjustment of economic conditions and in the end insure employment for many who are now without employment.

LET US NOT LOSE CONFIDENCE.

(Contributed by Guy Sampson, Yard Foreman, Bensenville, Ill.)

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

Vice-President



# The Agricultural and Colonization Department

## Return to Prosperity

### The Family Sized Farm May Solve the Problem

MANY of our leading industrialists and economists estimate that there are around 2,000,000 honest, industrious workers in our country who would willingly "stake" their future and that of their dependents on a small farm. They have reached the time in life when hindsight is better than foresight, and can now see where the alluring lights of a bright city were false to them. What they want is a permanent home, regular work, healthful environment and a consistent income, even though it shall be small.

Henry Ford has long advocated part time agriculture for the employes of factories having seasonal outputs. In the New England states, especially, factory owners have encouraged part time agriculture for their employes. Today there are many factories in those states that do point with pride to the fact that over 50 per cent of their payrolls live on small farms where the workers raise the bulk of their own sustenance and bring up their families amid the most desirable surroundings.

Now comes President Glenn Frank of the University of Wisconsin, with the statement that many of our badly congested industrial centers must decentralize themselves if they are to avoid the constant social drain of slums and unemployment. At the recent Wisconsin Land Use Forum, he earnestly advocated a more thorough study of part time agriculture, and suggested that Wisconsin could well afford to actively engage in bringing about speedily a vastly increased amount of part time farming for its present and prospective citizens.

Martin Himler, publisher of The New American, long a student of colonization problems and at the same time rooted to an industrial plant in one of our large eastern cities, editorially states:

"Eastern and Southeastern Europeans are natural born farmers, as were their forefathers for generations, and their inclinations are leading them back to the farms; not only for securing a steady income, but also to find the same sort of independence and permanent homes they left in their respective 'Old Countries.'

"They were misfits in our industries, unhappy in the city slums, and mining camps, ever roaming restlessly, ever trying to fit in and anchor down in their own natural environment.

"By salvaging the future of two million families, we would immediately take off most of the surplus labor of the industrial centers, relieving these communities of supporting

them on charity and on disguised doles; while the necessary equipment of two million homes would give to industry the needed impetus and a new lease on life.

"The new farmers—contrary to popular opinion—would not cause over-production, for steered wisely by intelligent leadership, they would produce first of all, the necessities for their own tables, and would market but a negligible margin at best."

John E. Pickett, editor of the Pacific Rural Press, says, "The galloping curve of land values seems to be about to tilt uphill again. This is of general interest because the history of prosperity in the past reveals that a recovery of business is always preceded by a wave of land buying."

To support the foregoing, Mr. Pickett calls attention to several California land movements. Among them is that of the land sales of Bert B. Meek, who, in 1931 sold 185 parcels of farm land totalling \$1,328,444.15, and for which the buyers dug up \$400,000.00 cash as the initial payment. Furthermore, the same man sold country land totalling \$148,705.00 in January 1932, as compared with \$11,000.00 worth in January 1931.

The unemployed, industrialists, students of land usage and others, are all united in believing that now is the time to see that many of our people who are farm minded are again anchored to the soil. They back up their beliefs with an array of statistics, and historical facts, that are bearing fruit. The return to prosperity may well be "around the corner" of a farm home.

## Ontonagon Strawberries

### Upper Michigan Farmers Considering Change from Hay to Berries

STRAWBERRY growing is being given serious consideration by the farmers in the vicinity of Ontonagon, Michigan.

From the beginning of land settlement in Ontonagon County the farmers have had a large part of their cleared acreage in hay. They had a ready market near at hand for all the hay they could grow. But now times have changed. The lumbering is nearly all done. What is left to be done is being logged off with modern machinery. Of course, tractors are poor consumers of hay, so that some other crop must take the place of hay.

A few farmers have succeeded in growing berries. Their crops have yielded well. The berries have been highly colored, firm and ripened late in the season when there was little competition from other growing areas.

A cash crop, such as is strawberries, has an especial appeal to the farmers in the foregoing area at this time. Growing them does not require large investments in buildings which would be incurred should these farmers desire to continue to grow hay and feed that hay to dairy cattle. If berries will take the place of hay, they can later diversify their farm program to include larger numbers of live stock as the berry fields should demand a stable manure for re-supplying the consumed organic matter in the soil. From every angle these farmers view the changed conditions they see an out for themselves in the growing of a crop that is not likely to be flooding the market when their crop is for sale.

This coming season the Ontonagon farmers expect to set out quite a large increased acreage to strawberries. They expect to rely upon varieties that are known to do well and sell well when grown along the Lake Superior shores. However, they are going to be prepared for any eventual changes that might come by testing out several well recommended newer varieties, growing them in limited acreages, checking yields and marketability.



Wm. Dupke, Gleason, Wisconsin, Has Found Farming a Dependable Source of Income

Such a Field As This to Receive Attention by Washington Folks Who Are Studying Crop Yields



## Novel Meeting in Kittitas Valley

### Ellensburg Gives New Settlers Benefit of Its Successful Farmers' Experiences

HELPING new settlers succeed after they move on to farms along The Milwaukee Road is of considerable importance to the road, the community, and the farmer. One good illustration of how it is done is furnished in a report received of an Ellensburg, Washington, meeting.

The local Chamber of Commerce arranged the meeting under the leadership of A. L. B. Davies, Chairman of the Land Settlement Committee. Mr. F. A. Kern, one of the "old time" farmers, who has been very successful in his farming operations, and who has a very kindly feeling towards all new comers, was chairman of the day.

Invitations were sent out to all the new settlers in the Kittitas Valley to attend the meeting. They were asked to lay their problems on the table for discussion. Each one was given an opportunity to bring before the meeting anything he felt should be discussed and especially such matters as he individually would like to receive information about, whether that information should be scientific or more or less based upon practical experience.

To answer the questions of the new farmers, there were gathered many of the most successful farmers in the valley. In addition to these farmers the State College at Pullman furnished specialists in farm management, soils, horticulture and others. As the questions came forward they were referred by Mr. Kern to the man whom he felt would be most able to answer them. Often several took part in the answers so that the meeting really became a forum where ideas were exchanged freely.

Everyone in attendance was invited to attend a specially arranged luncheon at noon. At the luncheon effort was made to get everyone acquainted.

Not a person left at the close of the day's program without expressing himself as being highly pleased with the results of the day. Surely all the new settlers had an opportunity of becoming thoroughly familiar with Kittitas Valley farming as it is practiced by successful farmers. Such a meeting should have immediate and lasting results.

### Better Grain Car Will Tour Milwaukee Road

#### Seed Selection and Smut Control Will Be Theme at 18 Towns

BETTER quality seeds and less diseased grains are to be demonstrated, discussed and pictured in a "Better Grain Car" that will visit 18 towns in Minnesota and the Dakotas served by our road. Through the co-operation of the Northwest Crop Improvement Association, Federal Grain Inspection Bureau, State Agricultural Colleges, and our railroad, this car is to be moved into each of the 18 towns where meetings will be held.

The object of these meetings is fourfold:

1—Supply elevator managers with reliable information concerning varieties of grain adapted to each locality.

2—Give elevator managers definite instructions concerning seed treatment for smut control.

3—Instruct elevator managers in grain grading with special reference to local grading problems in order that the buyers might more properly reflect terminal grades at local points.

4—Encourage the local grain buyers to devote more time to improving local crop conditions. Give them a realization of their responsibilities along this line and also show them what might be accomplished.

Through the meetings, it is hoped that all will feel that it has been thoroughly demonstrated why smut in wheat causes millions of dollars in losses to wheat growers, why certain varieties of barley sell for as much as 20 cents a bushel less than do the best marketable varieties and why a mixture of 20 per cent of red durum wheat in white durum makes the lot sell at the reduced price of red durum, and several other such problems.

These meetings have been tentatively scheduled for April 18 to May 13. They are to be held in the following Minnesota towns: Glencoe, Olivia, Montevideo, Appleton and Graceville. South Dakota towns to be visited by the car are: Milbank, Webster, Aberdeen, Faulkton, Eureka, McIntosh, Selby, Ipswich, Redfield, Wolsey and Woonsocket. In North Dakota two towns will receive visits of the Better Grain Car, New England and Hettinger.

Local notices will appear in the home papers of the towns to be visited, as well as the state press. Posters will also serve to announce the day and exact time at which the car will arrive and the program to be followed.

We urge our elevator managers to attend these demonstrations and meetings. There is much to be learned by visiting this Better Grain Car that can only be secured by seeing the samples and listening to the men in charge describe their marketability. Some kinds of educational material cannot be put in type. This seed and disease problem of grain is one.

### Milbank Seed Plan

#### Business Men Help Secure Acclimated Planting Stock

MILBANK, South Dakota, is a town served by our road where things are done on time and in an efficiently organized manner. One of the most re-



Irrigation Made Two Crops of Alfalfa in a Farm Near Fairfield, Mont.; First Crop Stacked

cent services developed at this place is that of locating and distributing seed grains. The simplicity of the service given by the Milbank Commerce and Community Club is worth passing along to others, especially in a year like this one following a drouth when acclimated seeds are likely to be very scarce.

"The committee maintains a seed bureau at the Jurgens implement house, where those having seed for sale and desiring to do so may leave a two quart sample of the same. One quart is left on display, along with information concerning it, such as the name and address of the owner, the kind and variety of seed, year grown, amount for sale, and the price asked. Farmers needing seed can call there and get desired information. The club does not go beyond maintaining the seed display, as a matter of convenience and accommodation to both buyer and seller. All dealing must be between the parties themselves.

"One quart of each sample of seed brought in, is kept here and the other sent to the South Dakota Crop Improvement Association, with headquarters at Brookings. This seed is tested at Brookings, a report sent to the owner, and the name and address of the owner, as well as the kind and quantity of seed for sale and price wanted, is included in a seed list sent to county agents and other agencies over the state. Oats and barley, especially, are likely to be in considerable demand in other sections. Indications are that there will be no particular shortage of good wheat and seed corn."

Paul Lewis, our Agricultural Development Agent at Aberdeen, S. D., who is a member of the State Seed Committee, warmly endorses the work that has been done by the Milbank seed committee. The State Seed Committee recommends that other towns might well take similar steps to see that only the very best home grown acclimated seeds are sown. The dividends will be returned next fall in better crop yields.

### State Wide Irrigation Program Montana Citizens Launch Move to Stabilize Its Agriculture

ON MARCH 11, Montana held its first state wide meeting to unify the interests of its citizens in a definite program for the development of irrigation in all its irrigable districts. The move is a voluntary one to arm the state with adequate economic protection through the use of water for agricultural purposes. On twelve committees there are 45 public spirited citizens who are donating their time, experiences, and advice for the good of all concerned.

It is the purpose of these organized volunteer workers to focus the attention of the state on to those things that may be done to protect, and stabilize the farm and ranch income of its citizens. D. B. Noble, Agricultural Development Agent for the road, has been asked to participate in the proceeding of this state wide movement and, of course, has accepted the call.

A review of the committees that meet  
(Continued on page 17)

# FIRE PREVENTION

L. J. BENSON

## Heat! Man's Most Precious Comfort

AS PRIMITIVE man stood near the flames of burning trees and felt their pleasant glow, he learned that fire may add to bodily comfort. He took a burning torch to his cave or hut and kindled a fire on his floor of earth. His dwelling filled with smoke, but he could endure the discomfort for the sake of the fire's warmth. The word "stove" originally meant a heated room, so that we might say that at first people "lived in their stoves." In the house of an ancient Roman there was usually one room, called the "atrium"—black room—black from soot and smoke, where people could warm themselves.

Later the Romans built a fire room, called a "hypocaust," in the cellar, and, by means of pipes made of baked clay, connected the hypocaust with different parts of the house. Heat and smoke passed up together through these pipes.

In the eleventh century in England, quite by accident, the idea of a chimney was discovered, and thus originated the fireplace. Some person had unwittingly built his fire near an opening in the wall, and the resultant draft carried away the smoke. However, the heat from the fireplace did not penetrate to all parts of the room, and a new invention, the stove, came into being in France about the fifteenth century. The stove-pipe was not known at that time, and was not added until about two hundred years ago by a Frenchman, Savot.

However, the stove warmed only one room, and people desired to heat their entire home with only one fire. This led to the invention of the furnace, similar to the Roman hypocaust, but with the added comfort of a pipe to take away smoke. The first furnaces sent out only hot air, but in recent years steam or hot water is sent out through the pipes to radiators, which are really secondary stoves set up in convenient places and at a distance from the source of heat, the furnace. Heating by steam was proposed in the middle of the eighteenth century by William Cook of Manchester, England. In the United States it was not introduced until a century later. The first building in America warmed in this way was the Eastern Hotel of Boston, and the first factory, the Burlington Woolen Mill, Vermont.

—(Gerrard Co. Bulletin.)

## Fire! Man's Worst Enemy

While deeply appreciating the benefit derived from fire, let us not lose sight of the fact that, when not controlled, fire is also our worst enemy.

Through carelessness, it is sometimes allowed out of bounds, and then it is more powerful than armies, more deadly than bullets and more costly than wars.

Fire plays no favorites. It is relentless; it destroys, crushes and maims; it gives nothing but takes all.

No one doubts the desirability of reducing fire waste. Fire prevention is practiced extensively; educational programs are sponsored throughout the nation, but never has the mind of man developed a pre-conception of the myriad ways in which fire will start, or of all the fertile fields it will find.

Two significant examples of new experiences we had with fire during the month of February are related in the following:

## Mangle in New Laundry Damaged

Our laundry at Western Ave., Chicago, is modern in every respect. Its machinery is of the latest design and included among this are large, expensive mangles that do the ironing. It has been customary since the mangles were installed about two years ago to dip the end of a sheet in kerosene and run this through the mangle about twice a day to prevent the formation of rust and to remove sediment that might accumulate on the steam heated chest over which the sheets pass when being mangled.

Because the sheet is narrower than the mangle, it is necessary to run this kerosene soaked sheet through twice and recently, when it was being started through the second time, a blaze occurred. Two handy extinguishers were

used to put out the fire before serious damage was done.

The procedure on the morning of the fire was no different than it had been in the past. Just what caused the fire has not been definitely determined. It is believed that friction from the sheet on the mangle caused a spark which ignited the substance that was supposed to be kerosene. It is also believed that the kerosene might have been mixed with some inflammable fluid, such as naphtha, benzine or gasoline. However, a test failed to show the presence of any of these volatiles and the mystery of what caused the fire remains unchanged.

## Engine 8083 Damaged

One's impression of a locomotive would be that not much damage could be done to it by fire. But the cab is built of wood and it is not infrequent that fire damages or destroys this. Seldom has the exact cause of these fires been determined, but several theories have been advanced.

The cab of Engine 8083, standing in the roundhouse at South Minneapolis, February 24th, was found burning. Fortunately, men were on hand to put out the fire while still in an incipient stage.

The probable cause of this fire is given as back fire from the engine fire box out of the combustion flue, setting fire to running board, which was likely to have been saturated with oil, and spreading to the seat box and window sash.

It never happened before in our experience.

FREQUENT INSPECTIONS PREVENT FIRES.

# A Unique Experiment

## Testing Manner of Packing in Order To Prevent Claims

*Paper Read Before Division Claims Committee  
By Mr. Larry W. O'Connell, Manager Troy Laundry Company,  
East Moline, Ill.*

*The account of tests made by the Troy Laundry Company of East Moline and representatives of the railroad at East Moline, Ill., to demonstrate the safest manner of packing washing machines for shipment, in order to prevent breakage and avoid claims is interesting and contains valuable suggestions looking toward safer ways of packing and stowing machinery for shipment.*

ONLY by close co-operation between the shippers and carriers can safe deliveries be realized, thereby, materially reducing the expenditures of large sums for payments of claims by the railroads, the inconvenience to the consignor and consignee and a more friendly relationship for all concerned. The elimination and prevention of damage is a prodigious task, but through the educational programs already instituted by the carriers and shippers claims can be greatly reduced.

The writer, as Traffic Manager for the Troy Laundry Machine Company, Inc., at East Moline, Illinois, appre-

ciates and realizes the severe shocks and impacts shipments are subjected to while in transit. The machines manufactured by Troy are of a fragile nature, therefore, we are extremely interested in learning the proper methods to employ when preparing shipments for transportation. With this thought always in mind, the writer was prompted to suggest to Mr. H. E. Uhlman, Local Joint Agent for the C. M. St. P. & P. and C. B. & Q., that a test be made of hard impacts with obsolete machinery loaded in a car. Mr. Uhlman immediately agreed to co-operate and fixed the date for such experiments for January 27th, 1932. Railroad inspectors were invited to witness the demonstration, which resulted in the C. M. St. P. & P., C. B. & Q., and C. R. I. & P. being well represented. In addition to these experts, local traffic managers and Mr. A. L. Green, special representative for the American Railway Association, were

present to ascertain the results of the experiment.

"A washing machine, which appears to be a large cylinder, placed in a horizontal position supported on each end by legs which also constitutes the frame and further supported by four legs, proportionately spaced, between the two end legs and made top heavy by suspending above the center of gravity shafts, pulleys, motor and other driving mechanism was crated and loaded for the demonstration. This machine, when crated, is eleven feet long, five feet wide, seven feet high and weighs 3,500 pounds. It was loaded to permit one end and one side to be against the end and side of the car. A diagonal brace running from the machine to the floor of the car was used for blocking. It was fastened to the crate at about the center of gravity to a piece of 4" x 6" x 5' hemlock used in the construction of the crate, which makes actual contact with the machine. At the top of the diagonal brace, it is toed with a piece 2" x 4" x 12" long and at the bottom with a 2" x 6" x 12" long. To the extreme sides of this same end another block 2"x6"x12" is placed tightly against the skid with another such piece in front of it and another on top, making a block or toe 4" high. By this method of blocking, it will be noted that the machine was rigid in the car. After placing an impact recorder in the car, the switchmen took the car out in the yard and proceeded to kick the shipment into two cars of cinders and one car of coal. The recorder indicated the first impact amounted to six and one-half miles per hour without the slightest effect. Seven such tests were made with the speed ranging from six and one-half to fifteen miles per hour. It was not until the fifteen mile impact that the machine was broken and then only a gear casting. It was then decided to return the car to our plant and load two more machines. One weighed 3,800 pounds and was the same as the first, except eighteen inches longer. The blocking and bracing was removed from the first machine and the other large one placed directly in front with the smaller machine, weighing 850 pounds and seven feet long, four feet wide and four feet high, set in front of the larger machines cross-ways in the car. This was a poor

way to load, as it was understood at that time, but all were anxious to learn what the results would be. The diagonal brace was missing, which left our floor toeing against the skid of the small machine and the crate to hold the entire load. After kicking the car into the coal and cinders at seven miles per hour, the crate on the small machine broke, permitting the large machine directly behind, to slide forward on the skid. However, please remember no damage occurred. After another impact of seven and one-half miles an hour, the large machine moved forward, almost demolishing the crate on the smaller one. We then concluded our exhibition, fully convinced that the diagonal brace was indispensable, further concluding that machines of this type should not be lagged to the skid. It was proven, beyond a doubt, that the diagonal brace absorbed all the force of a strenuous shock, if placed in the proper location. However, should a car be loaded which had a spongy floor and permitted the blocking and bracing to come loose, it would be hazardous to have the machines lagged to the skids. This, because the overhead or suspended weight when in momentum would go forward with such force, the legs being lagged, would not have the resistance to withhold the force resulting in the legs breaking off to allow for the forward motion of the preponderance of weight. Contrary to the above way of securing the machine, if not lagged, the machine needing the flexibility would slide forward on the skid and if not subjected to too many severe shocks would not be damaged.

"Regardless of what has been written above, every one attending the demonstration declared the spirit of co-operation was well worth the time and expense incurred. The writer firmly believes that more such experiments should be held by the shippers and carriers.

"In 1920 the railroads spent 120,000,000 dollars for settlement of claims and through extensive education to the employees and the co-operation of the shippers were able to reduce expenditures to 26,000,000 dollars in 1931. However, the writer believes everyone will agree that there is still much to be accomplished."

ranchmen who have signally succeeded by using some form of irrigation. Rightfully this state wide body of progressive Montanans reason that a larger number

of the state's agriculturists could be immeasurably more successful if the experiences and practices of the few using irrigation were more generally used. They have set out to make Montana more mindful of its water resources. If their well planned, carefully devised beginning may be taken as an indication of what the future may bring forth, one may well look to a much more prosperous state agriculturally in not so many years.

### To Study Washington Production Plot Tests to Be Made Using Various Crops

IT HAS been a long time since farming began in the state of Washington. So long, in fact, that many of the producers are finding it difficult to maintain their high yields and high standard of marketability. One contributing factor toward lowering the standard is the gradual depletion of soil fertility. Each crop removed from the land takes with it some plant food. So, too, does erosion, wind and rainfall on open fields.

To help maintain the high yields and marketing qualities of Washington farm products, was the object of a meeting recently called at Seattle. C. C. McCormick, our Agricultural Development Agent in that state, sat in that meeting where a state wide soils fertility program was worked out. Demonstration plots are to be advantageously located throughout the various producing districts of the state. Several crops will be used to measure the results secured. Various kinds of fertilizers and mixtures of fertilizer elements will be applied to the plots and their fitness for increasing yields and quality of the crops grown will be accurately gaged by weighing the production of the measured lands and checking the marketability of the crops sold.

Strange as it may seem, there is no other method known at this time whereby one can safely recommend fertilizers to a growing area. They must be tried out first. Fertilizers that give good results in one community may not do well only a few miles distant. The yard stick for measuring fertilizer values in all the older farming communities has always been the test plot. At Rothamsted, England, the oldest agricultural experiment station in the world, they are still trying out commercial fertilizers, stable manures, lime, green manures and their combination on all native crops.

### State Wide Irrigation Program

(Continued from page 15)

indicates the scope of the work to be done. There were committees on: Water Right Law; Irrigation District Law; Irrigation Districts; Federal Reclamation; Irrigation Companies; Private Projects; Financing and Refinancing; Artesian Water; Health; Recreation and Game; Flood Control and Interstate Water Relations; Education, and to assist the foregoing there is an advisory committee of men who have before them the viewpoint of the state as a whole.

For the past several years, parts of Montana have suffered severe drouth losses. In the very heart of the areas where the severest losses have been suffered there have been farmers and

### MILWAUKEE EMPLOYEES PENSION ASSOCIATION

#### Members Entered on Pension Roll February, 1932

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of February, 1932:

Name	Occupation	Division or Department
Gerald C. Cotter	Machinist Helper	Milwaukee Shops
Garrett Fitzgerald	Section Foreman	LaCrosse & River Division
Elvin K. Foley	Station Clerk	Kansas City Division
John W. Martin	Machinist	Minneapolis Shops
Patrick G. McCarthy	Locomotive Engineer	Iowa & So. Minnesota Division
Frank McMahon	Agent	Iowa Division
Esau Mitchell	Machinist	Milwaukee Shops
Charles F. Meeker	Section Laborer	Kansas City Division
John Semrau	Foreman	Tomah Shops
John Taylor	Machinist	Minneapolis Shops
Steve Tilka	Laborer	Milwaukee Shops
Charles B. Vosburgh	Conductor	Dubuque & Illinois Division
Joseph Wolinka	Helper	Milwaukee Shops

C. W. MITCHELL, Secretary-Treasurer.



# SAID TO BE HUMOROUS



## What About the Nose Ring?

Customer—I want to buy a diamond ring.  
Salesman—Yes, sir. Allow me to show you our combination sets of three pieces—engagement, wedding and teething rings. The very latest thing out, sir.

Magistrate—Witness says you neither slowed down nor tried to avoid the pedestrian.

Motorist—I took all precautions. I blew my horn and cursed him.

## Faith Will Move Mountains

Card in Florida paper: "Thursday I lost a gold watch I valued very highly. Immediately I inserted an ad in your lost and found column and waited. Yesterday I went home and found the watch in the pocket of another suit. God bless your paper."

Tourist: "I don't believe all I hear."

Locomotive Engineer: "When you hear a locomotive whistle for a crossing is a good time to believe all you hear."

## Compensation

"How are you getting on keeping bees?"

"Very well. We have not had much honey, but the bees have stung my mother-in-law several times."

"Ever since our baby was born my wife has been forced to abandon her vocal lessons."

"I always said children were a blessing."

A logger who was, alcoholically speaking, somewhat over-subscribed, was making his way homeward through a dense patch of brush. Suddenly, he heard a rattle at his feet and beheld a rattlesnake coiled and ready to strike. The logger drew himself up with dignified solemnity and eyed the reptile with lofty contempt.

"Go ahead an' shtrike," he said scornfully. "Never will ye fin' me better prepared."

Uncle Mose says: "When yo is drivin' yore cah, doan think the train hab gone jes becose you can see its tracks."

Thank goodness, there's a limit to the suffering of railroads. You can get only so many trucks on a mile of highway.

Isn't science grand! It saves us from slow disease and makes whizzing machines to finish us quickly.

What this country needs is an auto horn that will make a sound like the truck in front had a blow-out.—Mid-West Review.

## Wrong Cue

The new hardware clerk had a snappy line.

"Do you keep refrigerators?" a nice-looking woman asked.

"No, we sell them," was the clerk's comeback.

"Well, anyway," replied the woman as she strolled toward the door, "you'll keep the one I was going to buy."

## Song of the Bus Driver

We'll be working on the Railroads  
All the livelong day.

We'll be working on the Railroads  
To get their trade away.

Where you hear their rails a-singing  
You'll find us sure's you're born.

When you hear their bells a-ringing  
You'll hear us honk our horn.

We'll be working on the Railroads  
Although it doesn't pay.

We'll be working on the Railroads  
Smashin' the hard highway.

When you hear our horns a-tooting  
You'd better hit the dust;

We will keep our motors scooting  
Until we all go bust.

—F. H. J.

"Well, ef dat don't beat all," he said. "Dat's de second time dis mawnin' dat mistake hapened!"

They met for the first time on the golf links, and fell to discussing their respective games.

"What kind of a game do you play?" asked one man.

"Oh, about 115," was the answer. "What do you?"

"About 112 on a good day."

"Well, let's shoot at a dollar a stroke."

That night the "115" man told his wife that the "112" man was a crook.

"He made it in 78," was the complaint.

"What was your score?" sweetly inquired friend wife.

"Eighty."

## A Long Wait

A pompous stranger stalked into the office and demanded to see the manager.

"I'm sorry, but he's not here," replied the clerk. "Is there anything I can do?"

"No," snapped the visitor. "I never deal with underlings. I'll wait until the manager returns."

About an hour later the man became impatient. "How much longer do you think the manager will be?" he demanded.

"About two weeks," was the reply. "He just left on a vacation."

"Is that all the work you can do in an hour?" asked Sam's new employer.

"Well, boss," said Sam, "I dussay I could do moh'—but ah nevah was one for showing off."

Maw and Pa had an awful hard time gettin' married. Maw couldn't marry Pa when he was drunk and Pa wouldn't marry Maw when he was sober.—Printer's Album.

## Accepted "En Masse"

The Colonel's wife sent the following note to Captain Green: "Colonel and Mrs. Brown request the pleasure of Captain Green's company to dinner on the 20th."

Captain Green's reply gave her a shock. It read as follows: "With the exception of four men on leave and two men sick, Captain Green's company have very great pleasure in accepting your invitation."—Gold Medal News.

"That fellow's driving his car so carefully that I think he must be a new driver."

"No, he just paid cash for the car."

Alkali Ike: "What's happened to the tender-foot wot came to work last week?"

Texas Pete: "Poor feller. The second mornin' he was here he was brushin' his teeth with some of that foamy tooth paste and one of the boys thought he had hydrophoby' an shot him."

## A Farmer Friend

—tells us that the price of fresh eggs has been so low since the first of the year, that his hens, instead of cackling when they lay one, blush.

What's your business?

Serving the I. W. W.

Yeah?

Sure! The motorist who is seeking Information, Wind and Water.

It was on a dark night. A trainman on top of a car was giving signals to the engineman, when he dropped and broke his lantern. Another man on the ground tossed his lighted lantern up to the man on top of the car.

In a few minutes the fireman, who was a new employe, came back and called to the man on top: "Let's see you do that again."

"Do what?" asked the brakeman.

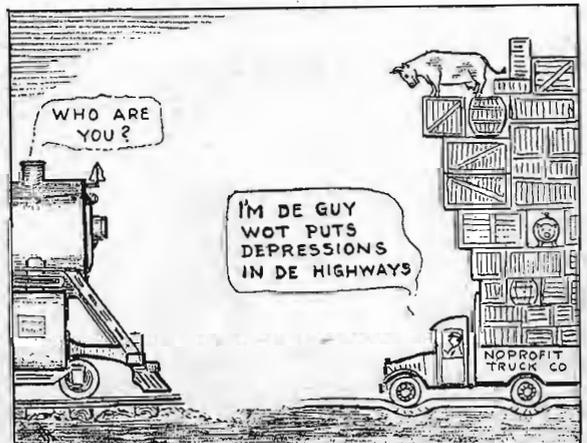
"Jump from the ground to the top of a box car," answered the fireman.

## How Lax

Young Wife—"The post office is very careless at times, isn't it?"

Friend—"Yes, dear, why?"

Young Wife—"Hubby is in Albany on business and the card he sent me is postmarked Atlantic City."



# THE MILWAUKEE RAILROAD WOMEN'S CLUB



The Sewing Group of the Three Chicago Chapters; Mrs. H. A. Scandrett, Chairman

## Union Station Chapter

*Vera G. Snapp, Historian*

THE February meeting of Union Station Chapter was held on Tuesday, the 2nd. The Harvey Lunch Room served a lovely dinner, which was attended by some forty persons. The main business at this meeting was election of officers for the coming year, and the report of the Nominating Committee, which was as follows, was accepted in full:

President—Miss Hazel M. Merrill.  
First Vice President—Mrs. W. R. Dolan.  
Second Vice President—Miss Loretta B. Kuhn.  
Recording Secretary—Miss Ellen Moulton.  
Corresponding Secretary—Miss Gertrude Koerner.

Assistant Recording Secretary—Miss Mary von Colln.

Treasurer—Miss Grace Baldwin.  
Historian—Miss Vera G. Snapp.

A card party followed the business meeting and prizes were awarded to the high score from each table.

At the meeting held March 1st, dinner was served to forty-four persons. Following the business meeting in the club room, the "Pair-O-Mountain" Players presented a one-act comic sketch entitled "The Hiartville Shakespeare Club." The players are all Accounting Department employes. They presented a pantomime a few months ago and were so successful that they have now gone in for Talkies. They are: Grace Baldwin, Ruth Barrington, Mary von Colln, Martha DeKeuklaere, Elsie Hoffman, Julia Sachn and Helen Tarson.

After the play was over, slips were passed around asking the audience to pay an admission fee of 10c if they liked the play, and "if you didn't like it, please pay anyway because you can't 'exit' until you do." \$4.25 was collected as a result and was turned over to the treasurer. There isn't any doubt, though, that the dimes were paid because everybody thoroughly enjoyed the sketch and not because of the intimidation.

## Alberton Chapter

*Mildred Miller, Historian*

THE January and February meetings of Alberton Chapter were called to order by our president, Mrs. C. A. Bolton. Our Chapter has made much progress in the short time since it was organized. We have purchased twelve card tables and three dozen chairs for the club room, and made curtains and drapes.

The library is much enjoyed by many of our townspeople. We are having two meetings a month, now, on account of relief work, and have helped two families so far, who have been very much in need. They have written to thank us

for the aid and to say that they much appreciate what has been done for them by furnishing groceries and clothing.

A basket of fruit was sent to our sunshine chairman, Mrs. George Manuel, who had the misfortune of being quarantined on account of scarlet fever in the family.

The Chapter has given two card parties, both of which were very successful.

At the close of our business meeting in February, we enjoyed a patriotic program and refreshments which were served by our president, Mrs. Bolton.

## Ottumwa Chapter

*Mrs. Perry Grubbs, Historian*

A ONE o'clock luncheon was held in the club rooms on February 12 with quite a good attendance. The meeting was called to order about two o'clock, and all business taken care of. The new officers were elected and will take office at the April meeting. They are as follows:

President—Mrs. Herbert Cogswell.  
First Vice President—Mrs. W. C. Givens.  
Second Vice President—Mrs. Thomas Kemp.  
Secretary—Mrs. Harry Munson.  
Recording Secretary—Mrs. W. K. McLain.  
Treasurer—Mrs. V. C. Lawson.  
Historian—Mrs. Mike Reynolds.

On February 5th a benefit dance was given in the ballroom of the Hotel Ottumwa. Music was furnished by one of our Milwaukee men, Mr. Iver Carlson, and his orchestra. The dance was well attended.

A benefit card party was held on the evening of February 9th with about sixteen tables in play. Mrs. Morlock was the chairman for the evening.

Another card party was held on February 16th. Mrs. Hannon was chairman of the evening. A large crowd attended.

## Fullerton Ave. Chapter

*Marie Nixon, Historian*

THE March meeting, the last meeting to be held in our fiscal year, took place in the club rooms on the evening of the 8th, lunch being served at 5:00 o'clock. The Chairmen of our committees were unable to render their final reports as their activities do not cease until March 31st. However, they will be ready and will be given at the April meeting.

Following the short business session, a style show was given by the Butterick Pattern Co. and the latest spring styles were exhibited and was most interesting.

Our Ways and Means chairman gave a very favorable report on the home made candy that is sold in the club rooms during the noon hour.

## St. Maries Chapter

*Mrs. Theo. May*

ST. MARIES Chapter met in the club house Monday afternoon, February 18th with our president, Mrs. Pete Michelson, presiding.

The membership committee reported 78 voting and contributing members. Sick, visiting and relief reported 129 personal calls, 26 phone calls and 7 families taken care of.

We are sorry at this time to report three of our members sick in Spokane, Dr. D. E. Cornwall having an attack of pneumonia, Mrs. D. E. Cornwall in for sinus treatments, and Mr. J. E. Donlon an operation. We wish them a speedy recovery and hope they will be back home again soon. Letters of good cheer was sent them by the secretary.

Election of officers took place at this meeting and the following are the new officers elected: President, Mrs. C. H. Burt; First Vice President, Mrs. Claud Hallead; Second Vice President, Mrs. Henry Vogø; Secretary, Mrs. Theodore May; Treasurer, Mrs. Clarence Terry, and Historian, Mrs. Pete Michelson.

At the close of the meeting lunch was served by the entertainment committee. The next meeting will be held March 21st.

## Seattle Chapter

*Mrs. Clyde Medley, Historian*

SEATTLE Chapter met at the club rooms January 21st. The noon luncheon was served by Mrs. W. H. Campbell, hostess, assisted by Mesdames Barrett, Ball, Woodward, McMahon and Beaumont.

Mrs. Ronald Hooper entertained with three piano selections before the business meeting.

Telephone chairman reported 146 cards and telephone calls.

Membership chairman reported a total voting and contributing membership of 165.

Mrs. E. H. Barrett, relief chairman, expressed thanks to the Green Lake Camp Fire Girls for toys given us for our Christmas baskets. Fourteen families were remembered with well filled baskets. Blankets, comforters, clothing, food and coal and medicine have been sent to various ones in need. A call for two mattresses has been sent out. Many thanks to all for helping so generously.

The bridge luncheon held at Rhodes Department store tea room netted us \$10.95. The bazaar held December 17th, Mrs. Nupp, chairman, gave us \$37.36. More thanks due to our ladies.

A dance was announced for January 23rd at the depot.

Mrs. Beaumont, sunshine chairman, reported three cards of sympathy, thirty-one telephone and eighteen personal calls. Also four baskets of fruit, cigars, flowers and magazines at Christmas to our members on the sick list.

Our treasurer reported \$44.50 spent for relief, good cheer and various bills, leaving a balance of \$119.18, January 1st.

Mrs. Nupp has sent out a call for books and magazines for the Marine Library association drive. We need one hundred books to make our quota. The boys at sea more than appreciate these, so please help. Seattle is the fifth seaport in the country supporting this association.

The Chapter met at the club rooms on February 18th for the regular monthly luncheon and meeting, Mrs. W. R. Stephans was the luncheon hostess.

After reading of the club motto, committee reports were heard. Mrs. B. R. Stevens, chairman of the telephone committee, reported 98 calls and mailing six cards. Mrs. O. McGalliard, chairman of the membership committee, reported a total membership of 168. Mrs. McDougal, social chairman, and Mrs. M. W. Hurd, chairman of ways and means, announced a dinner in the club room February 25th, after which cards; and an added attraction as palmist. The Sunshine committee reported 16 calls, telephone and two personal calls.

Mrs. E. H. Barrett, chairman of the mutual

# Summary of Activities, by Chapters, for period January 1 to December 31, 1931, inclusive.

Chapter General—handled by Gov.	Expended for Welfare, Good Cheer, Benefit and Scholarship	Estimated Value of Donations not Requiring Expenditures	# Donated by Gen. Gov. Board to Chapters for Welfare Work	Welfare and Good Cheer Calls Made	Messages of Cheer and Sympathy Sent	Cleared on Ways and Means Activities	Balance in Treasury on December 31, 1931	Total Membership on December 31, 1931
Board.....	\$ 171.40		\$ 171.40			\$ 252.10	\$18,672.22	4
Aberdeen, S. D.....	456.76	\$ 215.00		1,485	169	582.35	1,233.10	740
Alberton, Mont.....						15.50	32.50	37
Austin, Minn.....	489.01	263.25		2,069	92	411.31	142.87	186
Beloit, Wis.....	269.28	68.50		386	80	223.11	140.96	60
Bensenville, Ill.....	479.58			153	7	114.68	163.20	233
Black Hills (Rap. City).....	88.09	47.30		977	42	287.13	435.91	150
Butte, Mont.....	77.90	.30		129	7		80.45	96
Cedar Rapids, Ia.....	104.16	60.85	110.00	99	18	112.39	83.97	34
Channing, Mich.....	164.25	68.61		88	25	107.01	13.83	112
Chicago, Fullerton Ave.....	1,433.99	207.75		236	12	1,389.77	1,741.24	999
Chicago, Union Station.....	1,288.59	28.00	292.50	382	309	830.56	1,001.05	643
Council Bluffs, Ia.....	118.55	29.01	55.00	156	8	19.35	79.63	70
Davenport, Ia.....	14.73			62	10	175.12	65.60	142
Deer Lodge, Mont.....	193.26	16.00		96	4	11.85	239.57	40
Des Moines, Ia.....	49.05			98	8	66.61	202.04	62
Dubuque, Ia.....	679.17	83.30		436	96	239.43	601.36	309
Green Bay, Wis.....	175.20	66.75	50.00	622	43	159.00	302.57	424
Harlowton, Mont.....	155.17	.75		162	34	40.21	64.47	47
Janesville, Wis.....	190.85	121.25		953	168	340.82	275.85	288
Kansas City, Mo.....	232.06	7.50		380	4	39.25	52.76	74
La Crosse, Wis.....	141.56			222	44	7.50	341.65	132
Ladd, Ill.....	36.33			9	8	25.30	19.58	18
Lewistown, Mont.....	101.76	25.00	105.00	109	10	76.50	42.92	65
Madison, Wis.....	179.90	7.80		74	23	134.01	236.41	76
Marion, Ia.....	400.52	106.12		457	55	162.33	645.14	186
Marmarth, N. D.....	165.35	24.00		464	79	87.20	69.07	55
Marquette, Ia.....	30.56					31.76	170.39	42
Mason City, Ia.....	328.38	119.80	75.00	693	79	88.54	217.26	306
Milbank, S. D.....	41.34			138	4	106.25	68.48	57
Miles City, Mont.....	649.71	80.10		919	107	337.13	719.34	219
Milwaukee, Wis.....	839.76			427	83	779.85	553.01	334
Mitchell, S. D.....	136.02	32.50	50.00	149	15	29.72	29.72	23
Mobridge, S. D.....	1,083.71	187.35	100.00	1,070	117	442.10	237.73	322
Montevideo, Minn.....	116.69	27.35	50.00	154	20	144.98	379.47	190
Murdo, S. D.....	51.75			22	2	80.31	65.22	49
Ottumwa, Ia.....	636.50	238.60	100.00	1,514	153	406.53	253.01	346
Perry, Ia.....	379.49	49.95		161	81	361.45	662.19	272
Portage, Wis.....	193.44	20.00		311	12	44.87	409.47	92
St. Maries, Ida.....	190.22	46.70	90.00	507	13	15.90	32.83	70
Sanborn, Ia.....	135.46	59.25	50.00	664	55	63.95	102.76	153
Savanna, Ill.....	427.52	57.61		450	65	670.68	847.92	356
Seattle, Wash.....	260.29	30.45		486	85	180.97	119.18	166
Sioux City, Ia.....	527.36	61.50		980	42	123.58	151.27	298
Sioux Falls, S. D.....	311.44	22.51		78	6	348.75	306.15	145
Spokane, Wash.....	293.09	34.10		191	27	141.84	122.91	149
Tacoma, Wash.....	615.17	180.50		967	83	199.45	157.88	356
Terre Haute, Ind.....	1,037.45	67.00	210.00	396	11	234.99	33.73	543
Three Forks, Mont.....	173.43		197.90	163	16	13.60	31.48	38
Tomah, Wis.....	265.40	10.00		185	36	69.05	499.06	303
Twin City.....	1,192.72	.60	954.38	187	13	243.55	41.56	327
Wausau, Wis.....	582.63	23.25	266.25	386	65	333.07	162.39	156
<b>Total.....</b>	<b>\$18,356.00</b>	<b>\$ 2,805.16</b>	<b>\$ 2,927.43</b>	<b>21,502</b>	<b>2,545</b>	<b>\$11,373.54</b>	<b>\$33,354.33</b>	<b>10,594</b>

\*Figures shown in this column represent amounts sent by the Governin Board to Chapters for relief work which they were unable to finance, and are included in the figures shown for the chapters in the first column.  
Circulating Library Activities—10 Chapters operating libraries, total number of books owned on December 31, 1931, 9,787; 3,598 books given out during the year; \$747.05 expended for new books; and \$652.94 in book rentals realized.

## ACTIVITIES SINCE DATE OF ORGANIZATION—JULY, 1924, TO DECEMBER 31, 1931

Expended for Relief, Mutual Benefit, Good Cheer, and Scholarship Work.....	\$100,064.98
Calls made in connection with Relief and Good Cheer Activities.....	88,121
Messages of sympathy and cheer sent.....	12,519
Cleared on Way and means Activities.....	\$ 96,239.53

benefit committee, told us of food, clothing and apples which had been distributed. Thanks are tendered to Mr. R. R. Woods and Mr. Devlin for the apples so generously donated.

This being election day, Mrs. F. N. Hicks took charge with Mrs. Hillman and Mrs. B. R. Stevens as tellers, the following named being elected: President, Mrs. Clyde Medley; First Vice President, Mrs. F. A. Muehlhausen; Second Vice President, Mrs. R. A. Robbins; Recording Secretary, Mrs. M. Axelson; Corresponding Secretary, Mrs. B. W. Zilley; Treasurer, Mrs. M. W. Hurd.

About 120 persons attended the dinner on February 25th, net results, \$31.77. Had the weather been more favorable a larger attendance would have enjoyed the evening.

Our mutual benefit chairman, Mrs. E. H. Barrett, had the misfortune to fall down her basement stairs, sustaining serious bruises but no broken bones.

Mrs. B. R. Stevens has resigned as telephone chairman as she is leaving to make her home in New York.

### Butte Chapter

Mrs. Dirk Rhynsbarger, Historian

ON MONDAY, March 7th, the Butte Chapter met at the depot with twenty members in attendance and with Mrs. C. G. Bleichner presiding.

The greater part of the meeting was given over to the annual election of officers, with the result that Mrs. Bleichner was re-elected president; Mrs. Art Piper, vice-president; Mrs. Victor Peterson, second vice-president; Miss Anne Goldie, recording secretary; Miss Margaret Hickey, corresponding secretary; Mrs. M. Welch, treasurer; Mrs. Dirk Rhynsbarger, historian.

The membership of Butte Chapter to date is one hundred, forty-four of whom are voting members and fifty-six contributing members. The increase in membership is due largely to the efforts of an extremely capable membership chairman, Mrs. John Mahon, who has left no stone unturned in seeing that every eligible person is included on the chapter's membership list.

At the close of the business meeting, the two hostesses, Mrs. Mahon and Mrs. Peterson, led the members into the depot lunch room where a place had been prepared for each at the counter. It was a novel idea to occupy these places in a social manner that so often had been occupied by our busy menfolk at lunch time in a hurry-up, business-like manner. Good-fellowship, steaming coffee, dainty refreshments, and later a hand or so of bridge completed a pleasant evening.

A Leap Year Party that will include the men folk is in the offing. Plans for the affair are still tentative, but more about this later. Perhaps if any of the men read this they will begin to ask, "What and where and when?" For men enjoy parties just as much as we women do.

### Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

SIoux FALLS CHAPTER has been rather busy during the past month taking care of the reported cases for relief and doing Sunshine work among its members.

The Study Club which has been organized in connection with the chapter was started. Mrs. W. W. Bowers, president, invited the ladies to the Grey Room in the Blackstone Apartments for a social afternoon and to explain the Study Club. Mrs. Al. Main was chairman for the afternoon, and plans were made to hold the first meeting of the study club in the club room on the afternoon of the next meeting day. Mrs. Zane Jenkins read a paper on the lives of five signers of the Declaration of Independence, and Mrs. W. D. Griffith offered her home as the meeting place of the club next time. Mrs. Bowers served dainty refreshments at small tables decorated with valentine colors.

Everyone is working hard to put over our annual dance on March 31st. Mrs. J. R. Bankson and Mrs. Peter Larson are in charge of the arrangements, and with good music we look forward to a good time.

At the business meeting held in the club room on February 9th, Mrs. Henry Kruck, chairman of the nominating committee, gave her report of the following members chosen for officers for the coming year: Mrs. C. E. Wheeler, president;

Mrs. Leslie Sweeney, first vice president; Mrs. E. E. Lovejoy, second vice president; Mrs. John Bell, treasurer, and Mrs. T. P. Cavanaugh secretary.

On Tuesday, March 8th, our chapter had as guests from Chicago Mrs. Carpenter Kendall and Miss Etta Lindskog. Also, Mrs. F. T. Buehler and Mrs. Earl Murphy from Sioux City, who escorted the Chicago officers from Sioux City to Sioux Falls. Mrs. Adkin and Mrs. Smith came from Madison, and a delegation of six members of the Mitchell Chapter were present. In spite of a severe dirt storm and low temperature, about 40 of the Sioux Falls members of the club were in attendance, and a luncheon was held in the Community House for the members and the guests. Mrs. E. E. Lovejoy was chairman of the refreshments and had charge of the program. Parts of an engine were given as toasts between courses. Mrs. Zane Jenkins talked on "The Smoke," Mrs. F. R. Dowd, "The Whistle"; Mrs. W. D. Griffith, "The Tender"; and Mrs. Tom Cavanaugh, "The Welcome Station." After these, Mrs. John Bell, accompanied by Mrs. A. M. Stewart, sang "Mother Machree" and "Absent." Miss Vivian Murphy gave an Irish reading which was very entertaining.

Short talks by Mrs. Kendall and Miss Lindskog on the plans and activities of the club followed. Mrs. West from Mitchell told of the activities of their chapter. Mrs. Buehler and Mrs. Murphy of Sioux City spoke a few words of greeting to all and complimented Sioux Falls on the weather and the good turn out. Mrs. Adkins and Mrs. Smith from Madison spoke of the possibilities of a chapter in their town, and plans for organizing a chapter were outlined. On account of the train from Sioux City being late, time was short for plans made. The meeting was hurried to enable our guests to make the Chicago train. However, we all were pleased at the large attendance, and after a short visit the guests were escorted to the station. Goodbye, good luck, and we hope we will be seeing you here again soon, all of you out of town guests.

### Twin City Chapter

*Mamie Rasmussen, Historian*

PRECEDING the board meeting Monday afternoon, February 29th, a delicious 1:30 o'clock luncheon was served in the Interstate lunch room.

The meeting was called to order 2:30 p. m. Mrs. E. B. Stanley, our president, presiding.

Reports of committees were read and accepted.

The dance and card party given last month was well attended, and a sum of \$75.25 was cleared. Mr. Oscar Ruchle, one of our engineers, was the lucky winner of the \$5 gold piece.

Our Ways and Means chairman, Mrs. L. W. Scoville, announced a food sale would be held April 9th, proceeds to be used for relief work.

The March meeting was held the 7th in the Depot Club rooms. In spite of the severe cold we had a good attendance. Reports of committees were given.

The resignation of Mrs. C. F. Holbrook, our recording secretary, was accepted with regrets by the organization, inasmuch as she had always been a devoted and conscientious worker. Mrs. Martha Rook was unanimously elected as successor to Mrs. Holbrook.

Mrs. Wm. Haack, our used clothing chairman, reported clothing two families and at the same time sent out a call for clothes.

A box of candy donated by Mrs. Brown was raffled and \$2.05 was added to our treasury, Mrs. Haack being the lucky winner.

After the business meeting, cards were played and refreshments served.

### Kansas City Chapter

*Mrs. David Watson, Historian*

THE Kansas City Chapter held its regular monthly meeting and election of officers at the home of Mrs. Frank Biesecker. The following are the newly elected officers for the ensuing year:

President—Mrs. David Davis.

First Vice President—Mrs. David Watson.

Second Vice President—Mrs. Addison Hardy.

Recording Secretary—Mrs. E. R. Morrison.

Corresponding Secretary and Historian—Mrs. Doak.

We were happy to have Mrs. Byram and Miss Lindskog with us on this occasion. At the close of business meeting, refreshments were served and all had a pleasant afternoon.

Mrs. Byram urged the chapter to have social affairs often as it would be a means of increasing the membership.

February 12th, 8:00 p. m., we gave a benefit card party at the home of Mrs. Frank Biesecker. We cleared \$60.00.



Mrs. P. H. Nee, President, Spokane Chapter

### Spokane Chapter

*Mrs. W. F. McDonald, Historian*

THE regular meeting was called to order February 9th by our president, Mrs. C. J. Shook. The new officers elected were:

President—Mrs. P. H. Nee.

Vice President—Mrs. P. L. Hays.

Second Vice President—Mrs. T. Malone, Othello.

Corresponding Secretary—Mrs. Tom Corbett.

Recording Secretary—Mrs. R. H. Smith.

Treasurer—Mrs. E. M. Grobel.

Historian—Mrs. W. H. Hunter.

We thank the nominating committee for such a splendid ticket.

Mrs. G. A. Rossback had Mrs. Byram's picture framed and presented it to the club.

Mrs. L. H. Mohr reported \$40.69 spent for relief work in January. Refreshments were served at the close of the meeting.

January 29th at the traffic meeting held in the club rooms, we harvested our crop from the \$5.00 gold piece donated by Mr. P. H. Nee.

Mrs. R. H. Beal had charge of this venture and with the assistance of Miss Madge Murphy, Mr. Young of Othello and Mr. W. F. Farnsworth, who gave \$5.00 to the fund, she reported \$29.45. We would say that is good returns. The membership drive came to a close at the same time and we found our treasury enriched to the amount of \$267. We now have 142 voting and 421 contributing members.

Mr. Tom Corbett proved his ability in salesmanship in the drive and our hat is off to him.

Mr. L. J. Dulik gave \$5.00 to be used in relief work.

When one of our members does anything outstanding we want the world to know it. Mrs. P. H. Nee has been hooking a rug and it took second prize, real money, not just a ribbon, at a display of hooked rugs at the Crescent.

The Milwaukee and O. W. women gave a joint bridge and pinochle party Saturday evening, February 13th, in the club rooms.

Mrs. R. M. Fields, our Ways and Means chairman, had charge for our club and Mrs. R. M. Wright for the O. W. ladies. There were twenty-six tables besides many who did not play. Refreshments were served. All voted it a very fine party.

The O. W. women gave a very successful luncheon in January and wish to thank the Milwaukee people for their attendance.

Under the direction of Mrs. H. Fallscheer and her committee of eighteen, the monthly luncheon and card party was held February 23rd. They served one hundred fifty and received many compliments.

It was a shock to club members on learning of the passing away of Mrs. Albert Janowsky February 23rd. Few knew she was ill. She was past president of our chapter. Always willing, and making a success of anything in her charge. Words are inadequate to express the sympathy we extend to the family.

### Aberdeen Chapter

*Gladys Reuland, Historian*

AN INTERESTING meeting was held in the Club Rooms February 29th with a large attendance despite the inclement weather. Mrs. Gillick presided after an enforced absence of several weeks due to a broken ankle. The Ways and Means Committee reported that their bridge dinner of February 8th was a pronounced success—it netting over \$25.00. The affair was creditably done, with Mrs. Christman in charge of the kitchen and assisted by Mesdames Porter, Schriber and Lundquist, while Mesdames Fred Furdick and Ed Soike were in charge of the tables. Mrs. Aney sent eleven cards and two personal notes during the past month. Mrs. Soike rendered an interesting account of the welfare work of the past month. Sixty families were under the supervision of the club. Mrs. Soike made 49 personal calls and 81 telephone calls. The following amount of clothing was given to our need the past month: fifty pairs of shoes and overshoes, 22 pairs of overalls, 46 pairs of hose, 11 infants' shirts, 16 pairs of romper suits, 21 dresses, 7 men's suits and 11 coats. The addition of one new member brought the total membership to 741.

The nominating committee composed of Mesdames Anderson, Hagen, Richards, Burdick, Feddern, Reuland and Miss Helen Warner presented the nominations to the president. Nominations from the floor were invited and after balloting the following ladies were elected: Mrs. H. M. Gillick, president; Mrs. Fred Burdick, first vice president; Mrs. William Kane, second vice president; Mrs. Ed. Soike, treasurer; Miss Frances Priemuth, recording secretary; Mrs. R. B. Aney, corresponding secretary; Mrs. Chas. Boland, historian. Mrs. Gillick thanked the club for the cooperation during the past year and also for the sympathy shown during her confinement at her home. Mrs. Wynn, who has presented the club with so many varied and interesting programs during the past year, again produced a charming program through Miss Wiggs of the Central High School, who entertained the members with her health gym class dancers.

### Mobridge Chapter

*Bess B. Bunker, Historian*

AT the February meeting of the Milwaukee Woman's Club, held on the appointed date, the following officers were elected for the ensuing year: President, Mrs. I. L. Dickey; first vice president, Mrs. Jas. Hopper; second vice president, Mrs. J. V. Nord; recording secretary, Mrs. J. P. Leahy; corresponding secretary, Mrs. L. G. Clark; treasurer, Mrs. Leo Swanton; historian, Mrs. Frank Williams.

Following the regular business meeting, a program was enjoyed, which consisted of violin solos by Kathleen Green and Bertha Baum, with Mrs. G. Baum at the piano. The girls further entertained the members with clever tap dancing. A one-act comedy, "Meet the Countess," was presented by a group of young people. This was highly entertaining and greatly enjoyed by the audience. The cast included the Misses Trudix Lease, Dorothy Burton, Dorothy Stapf, Bertha Neumiller and Jean Byington.

Refreshments were served at the close of the program by Mesdames Dan McGrath, E. E. Miller and Edward Sandals.

## Dubuque Chapter

*Mrs. W. O. Wright, Historian*

THE election of officers for the ensuing year took place in Temple Hall club rooms February 4th.

Mrs. Allen Woodward, Chairman, and her committee, Mrs. W. J. Whalen, Mrs. Allen Bock, Mrs. J. Raisch and Miss Lucille Millar, presented the following names for election:

President—Mrs. W. F. Keefe.

First Vice President—Mrs. W. J. Whalen.

Second Vice President—Mrs. F. Fernstrom.

Recording Secretary—Mrs. W. O. Wright.

Corresponding Secretary—Miss Emma Sacks.

Treasurer—Mrs. F. Morgan.

Historian—Miss Lucille Millar.

The Sunshine Committee was unusually busy during the last few months, caring for the sick and needy families. The report showed \$385.00 spent for relief during the months of December, January and February.

Dubuque Chapter met in Temple Hall March 8th. Forty-eight members were present. Mrs. Jos. Chaloupka, presiding.

A brief summary was given of the work done by the various committees.

The Sunshine Committee reported \$194.00 spent for relief during February.

The Membership Committee reported 375 voting and contributing members.

The Treasurer reported \$310.00 balance on hand.

We were very happy to have as our guest Miss Etta Lindskog, Secretary General of Chicago. She said she realized that Dubuque had been hard hit on account of the closing of the shops and decreased train service, making more relief work necessary and on account of the existing conditions she made an urgent appeal to have all who are employed become contributing members and the women become voting members who have not already done so, so as to make it possible to carry on the welfare work.

A character sketch entitled "Women on the Jury," which consisted of impersonations given by Miss Lucille Millar, was delightful and very humorous. Musical numbers were rendered by Miss Jeanne Hanley.

Refreshments concluded an interesting evening.

## Black Hills Chapter

*Mrs. Thomas Hickson, Historian*

BLACK HILLS Chapter met at the home of Mrs. E. E. Smith February 8th. Routine business was transacted; reports made of quite a little relief work during January and a few of the men were given part time work, which will be appreciated right now. Considerable sickness was also reported, with all on the way to recovery. Social chairman reported on the annual birthday party, which was held at the home of Mr. and Mrs. Arnold Saxer January 19th with 75 members and families present; a turkey dinner was served and a glorious time enjoyed by all. Election of officers then took place, with Mrs. Fred Diehl, president; Mrs. Arnold Saxer, first vice president; Mrs. E. E. Smith, second vice president; Mrs. C. J. Kuckleberg, secretary; Mrs. C. Grube, treasurer; Mrs. James Johnson, historian. The new officers were installed and will take their places April 1st. A social hour followed and the hostess served delicious refreshments.

## Green Bay Chapter

*Mrs. Chas. Heyrman, Historian*

OUR last social afternoon meeting was a very pretty Valentine party. Refreshments, decorations and amusements were especially interesting and appropriate. Mrs. Leighton Stickler was in charge. Hearts were played, Mrs. Ray Clark having high score. A door prize was also given. Miss Catherine Browning was the lucky winner.

Our regular business meeting was held Thursday evening, March 3rd. Our president, Mrs. Thos. McLean, was not able to be present due to sickness. The club extends to her our sym-

pathy and hopes she will soon be able to be back with us. Our vice president, Mrs. E. A. Meyer, conducted the meeting, which opened by reciting the club motto. Minutes of previous meeting having been read, a splendid report was read by the treasurer, Mrs. Henry Kohls.

Mrs. Maurice Hastings, Welfare chairman, reported much welfare work being done here and in small outside towns. Plans are under consideration to make money to carry on this work, which is quite heavy at the present time. Medicine, clothing, coal and food are much in demand.

A great deal of sickness among our members was reported by Mrs. Chas. Cheany. Twenty personal calls, sixty telephone calls were made, and six cards sent.

After the business session a program was given. Mrs. Chas. Allen had charge; it was very interesting. Williquette's orchestra played several Hawaiian selections. Miss Berdeen Fogle then gave two readings. Refreshments and social hour concluded the meeting.

The club wishes to extend sympathy to Mr. Maurice Hastings, who lost his father in death recently.

## Sioux City Chapter

*Lillian Rose, Historian*

SNAPPING angrily, a belated sub-zero attack of winter weather greeted our two distinguished visitors, Mrs. Carpenter Kendall, editor of the Milwaukee Magazine and first vice president general, and Miss Etta Lindskog, secretary general of the Women's club, as they stepped from the train Monday morning, March 7th, to spend the day with the Sioux City Chapter. But if the weather man did try to chill their reception, we hope our guests felt the warmth of our feeling in a much stronger measure and that they carried away with them a consciousness of the inspiration they gave us during our happy hours together.

After a morning spent with our president, Mrs. E. A. Murphey, and our welfare chairman, Mrs. F. T. Buechler, a luncheon and reception was held at the Y. W. C. A. to give all Milwaukee women a chance to meet Mrs. Kendall and Miss Lindskog. Two long tables appropriately decorated with early spring flowers and yellow tapers accommodated the 50 women who braved the slippery streets and frigid weather to greet the general officers. Corsage bouquets were presented to each guest and also to our esteemed president. Short talks were made by each visitor. Various questions were asked and some of our local problems were discussed, to the mutual benefit of all present. Mrs. Homer Snow, assisted by Mrs. Ed Cussen and Mrs. F. L. Paul, were in charge of the luncheon, and our chapter owes them a vote of thanks for the success of the delightful affair.

Individual conferences were held during the afternoon and this reporter is most grateful to Mrs. Kendall for her kind and instructive advice concerning the historian's duties.

At eight o'clock, with Mrs. Murphey presiding, Miss Lindskog and Mrs. Kendall addressed an open meeting to all Milwaukee employes and their families, in the depot. At the close of the meeting refreshments were served. Mrs. John Carney, assisted by Mrs. Geo. Dilger and Mrs. Murray Burrells, saw to it that everyone present had enough and more to eat. For the success of their efforts, we propose another vote of thanks.

An immense angel food cake baked by Mrs. F. T. Buechler was raffled off, and we realized \$6.10. Miss Lindskog drew the lucky number. Here's hoping with every bite she will be pleasantly reminded of Sioux City.

The February meeting of the board was held in the home of Mrs. John Carney, Mrs. Dilger assisting. Routine business was transacted and the president, Mrs. E. A. Murphey, appointed Mrs. F. T. Buechler, Mrs. John McGrane and Mrs. Geo. Dilger to serve as the nominating committee for the forthcoming annual election.

At our regular pot-luck dinner and general business meeting held February 22, election of

officers for the ensuing year was held, results as follows:

Mrs. E. A. Murphey—Reelected President.

Mrs. John Carney—1st Vice President.

Mrs. F. L. Paul—2nd Vice President.

Miss Arlene Searies—Secretary.

Mrs. M. Burrells—Corresponding Secretary.

Mrs. Mabel Landon—Treasurer.

Mrs. Ben Rosé—Historian.

In response to an appeal from the Ways and Means committee for more funds to carry on the relief work, a number of women present at the January meeting pledged themselves to earn a dollar. From this method \$25.00 was added to the exchequer. Many amusing incidents were related as each member laid down the hard earned dollar and told of her adventure in the financial field.

## Mason City Chapter

*Mrs. John A. Nelson, Historian*

ON FEBRUARY 19th at 2:30 p. m., the Mason City Chapter held a bridge party in the club rooms. Nine tables were filled. First and second high score prizes went to Mrs. Burns and Mrs. Vaughn respectively. Low to Mrs. Nelson. Dainty refreshments were served and everyone spent an enjoyable afternoon. Mrs. German, Mrs. Bost and Mrs. Desomery were the committee in charge.

Tuesday evening, February 23rd the regular meeting of the Mason City Chapter opened with all members repeating the club motto in unison. Committee reports were as follows: Treasurer, Mrs. Jesse Mathewman, reported \$144.76 to date. Ways and Means, Mrs. Ingraham, reported \$8.75 cleared at the February 19th bridge party. She also announced the office girls would have charge of a bridge-500 party for March 8th at 8 p. m.

Sunshine, Mrs. Balfanz, reported five gifts sent at no expense to club. She also reported 30 personal calls, 27 phone calls, 10 cards sent and two baby spoons given. Membership, Mrs. Meuwissen reported two new members, making 308 to date. House and Purchasing, Mrs. Patton, no report. Mutual Benefit, Mrs. Smith, reported \$34.90 spent for groceries, etc. Eleven personal calls, 13 phone calls. She reported on two out of town calls made.

Constitution and By-Laws, Mrs. Gafney, no report.

At this time Mrs. Johnston called for the report of the nominating committee as follows:

Mrs. Wm. Johnston, president.

Mrs. S. V. German, first vice president.

Mrs. Frank Ulrick, second vice president.

Mrs. Guy Davis, recording secretary.

Miss Grace Moran, corresponding secretary.

Mrs. J. A. Nelson, historian.

The nominating committee report was accepted and the above officers were unanimously elected.

The meeting was turned over to Irma Wilhelm for the program. Mrs. Ingraham sang three delightful numbers in Norwegian. For these she was dressed in the Norwegian costume. Mrs. Paul Scott gave three readings, "Tribute to Lincoln," "Brother Watkins," and "Deacon Jones." These were greatly enjoyed by all. Faye Stein, Ruth Scott, Grace Moran and Irma Wilhelm gave a one-act comic operetta. This was comic and everyone surely enjoyed a good laugh and all reported the girls to be quite famous actresses.

The meeting adjourned for a social hour. Refreshments were served to about sixty.

## Montevideo Chapter

*Mrs. Bob Schwanke, Historian*

MONTVIDEO Chapter held its regular meeting Feb. 22, 1932, at its Club rooms with Mrs. Gunderson presiding. A large attendance was enjoyed. Reports were given on the work which was done since last meeting. Election of officers were installed as follows: President, Mrs. Gunderson; First Vice President, Mrs. Bob Schwanke; Second Vice President, Mrs. G. Tucker; Recording Secretary, Mrs. E. E. Young; Corresponding Secretary, Mrs. E. J. Ruehmer; Historian, Mrs. J. E. Fifield.

A Washington Day program was given under the direction of Mrs. Lofdahl and was enjoyed by all, after which card games were played, followed by a lovely lunch which ended a delightful evening.

## Marion Chapter

*Mrs. Robert Cessford, Historian*

THE present officers of the Milwaukee Railroad Women's club were asked to retain their offices at a meeting held February 11th in Memorial Hall. Owing to many changes in our Milwaukee family in Marion, this was deemed advisable, and all officers and committees agreed.

The afternoon was spent in sewing. Twenty-five women attended the meeting.

Plans were made for a card party to be given Easter Monday instead of the customary charity ball of previous years.

The club met Saturday afternoon, March 5th, in Memorial Hall for the regular meeting. Dinner was served to fifty-two persons by Mrs. W. D. Shank's division of the Ladies' Aid of the Presbyterian church at 6 o'clock. At the business meeting, presided over by Mrs. A. J. Elder, plans for the benefit card party to be given March 28th were completed. Mrs. L. A. Turner and Mrs. C. T. Rowe are in charge of the bridge games. Mrs. John Smith is chairman of the refreshments committee, and Mrs. Wm. Holdorf of the decorations. A crocheted afghan has been completed and is in the hands of a committee to raffle off for our benevolent fund. Mrs. Stanley C. Thomas is chairman.

At the close of the business meeting, tables were arranged for bridge, prizes being awarded for high score.

## Madison Chapter

*Mabel Davy Historian*

THE meeting of March 2nd was called to order by the president, Mrs. Dittmar. The club motto was repeated, after which the reports of the secretary and treasurer were read.

Due to the fact that Mr. MacDonald was unable to attend the meeting, the oath of office was administered by Mrs. Dittmar to the following new officers: Mrs. Rae Scherneck, president; Mrs. James Pratt, first vice president; Mrs. Edward Ziel, second vice president; Mrs. F. W. Liegois, recording secretary; Mrs. Carl Knope, treasurer; Mrs. Mabel Davy, historian.

Our meeting day has been changed from the first to the second Wednesday of the month; we shall also hold one evening meeting a month.

A Pot Luck Supper followed by a social evening has been planned for Tuesday, March 8th. Mrs. Liegois, chairman of the committee, will be assisted by Mrs. Henry Carter, Mrs. Clarence Chapman, Mrs. C. B. Corcoran, and Mrs. Mabel Davy.

Our retiring president, Mrs. Dittmar, was presented with a gift in appreciation of her capable and efficient work in promoting the welfare of the club.

To our new officers we extend our good-will and pledge our hearty cooperation.

About seventy-five ladies attended the luncheon and joint meeting of the Beloit, Janesville and Madison chapters of the Milwaukee Railroad Women's Club at the Lorraine Hotel, Wednesday, February 17th. The various chapters reported what progress they had made in relief work and suggested more vigorous activity in social work in an attempt to preserve the morale of the club. The president general, Mrs. H. E. Byram, of New York City, and Miss Etta Lindskog, secretary general, of Chicago, gave instructive and inspiring talks.

## Channing Chapter

*Mrs. J. R. Krause, Historian*

THE regular meeting of Channing Chapter was held March 1st, with Mrs. W. Tuttle presiding.

Repeating of club motto, singing songs, and greeting new members were in order. Reading of minutes were read of previous meeting. Mrs.

Geo. Carey, treasurer, reported a balance on hand of \$73.17, disbursements for the month of February, \$58.26.

Mrs. I. Freiss, chairman of mutual benefits, reported \$52.95 spent for relief work and \$5.85 value in clothing given out. Mrs. A. Manufelt, chairman of membership committee, added three new members, making a total of 116.

Mrs. Lyle Worthing, scholarship chairman, reported that \$9.81 was paid out for hot lunches at school.

Mrs. Wm. Feak, librarian, reported 291 books on hand with 20 being drawn out last month.

We are pleased to note that Mrs. A. Worthing, chairman of Sunshine committee, had no sick calls to report this month.

Election of officers took place with following members elected: President, Mrs. C. Huetter; First Vice President, Mrs. W. Tuttle; Second Vice President, Mrs. L. Thiele; Treasurer, Mrs. J. Kramer; Recording Secretary, Mrs. Chas. Porterfield; Corresponding Secretary, Miss Jennie Johnson; Historian, Mrs. J. Krause.

The moving of Mrs. Stanley Johnson to Green Bay takes from us one of our loyal members, but we realize that what is our loss is Green Bay Chapter's gain, but know that "Mrs. Spike" won't forget us.

At the close of our meeting, cards were played at seven tables, prizes awarded to Mrs. J. Kramer, Miss Edith Freiss, with attendance prize awarded Mrs. Roy Quarters; the committee in charge being Mrs. Henry Boll, Mrs. Wm. Acker and Miss Jennie Johnson.

The kind expressions by Mrs. Byram, Mrs. Kendall and Miss Lindskog about the Channing Chapter at a recent meeting in Milwaukee are most gratifying. The members of Channing Chapter take this means of thanking the ladies for their kind thoughts.

## Bensenville Chapter

*Ethel Brakke, Historian*

REGULAR business meeting of our Chapter was held on March 2nd and the various chairmen gave their reports.

Relief extended to 11 families during February amounted to \$99.47.

Ways and Means chairman reported \$28.00 cleared on card party given February 3rd.

Members of the Club, under the direction of Mrs. Oakes, will try to meet at the club house each week to sew layettes and other garments for needy families. Several members planned to spend a social day sewing with the ladies of the Fullerton Avenue Chapter on March 3rd.

After the business routine a social hour was spent playing bridge, 500, and bunco. Prizes were won, respectively, by Mrs. Woodworth, Mrs. Glidden and Mrs. Eggert. Social committee served a delectable salad with wafers and coffee.

Our chapter has attained a membership of 262. Compared with 115 a year ago it is a fine record to try to beat in the coming fiscal year.

## Janesville Chapter

*Mrs. E. W. Lueck, Historian*

THIRTEEN members from here attended the luncheon held at Madison in the Lorraine Hotel, February 17. All reported a very enjoyable and profitable meeting.

The Washington Costume Party, held the evening of February 22 in the club house, with Mrs. Chas. Gregory, general chairman, and Mrs. James Fox and Mrs. Clara Naeser in charge of the dinner, was a great success. About sixty members and friends attended and all reported a fine time. The evening was passed in the playing of old-fashioned games, for which prizes were awarded the winners by the chairman.

We are glad to state that Mr. William Tassell is able to be about on crutches and hope for his speedy recovery.

Also, Mrs. Thos. Kennaugh has returned home from the hospital at Madison.

Mrs. J. J. Kelly, who was quite ill with the flu, is able to be out again.

Mr. and Mrs. E. W. Lueck are the proud parents of a baby boy, born February 28. He will answer to the name of Warren Edwin. Congratulations.

About eighty relatives and friends surprised Mr. and Mrs. William McDermott on their fortieth wedding anniversary at the Milwaukee club house, on the evening of February 29. Cards, dancing and visiting were the entertainment for the evening; supper was served at midnight. The honored couple were presented with a chair and an ottoman. Mr. and Mrs. McDermott are the parents of our president, Mrs. Albert Hunter.

Mr. William Bennett received word recently of the death of his father in England. He has our sincere sympathy.

Mr. I. N. Dunwiddie, a veteran conductor, died at his home here on March 5 after a short illness. A large delegation of railway employes attended the funeral, March 8.

Mrs. Elizabeth Pfeisterer of Brodhead, Wis., mother of Baggageman John Pfeisterer, died March 10 after a long illness.

Our sympathy is extended to both of these families in their bereavement.

The regular March meeting of the club was held Tuesday evening, March 1, with a smaller attendance than usual, account of the weather conditions.

Welfare committee, Mrs. A. Wobig, chairman, reported 7 personal calls, 30 telephone calls, donations of \$8.00, with no expense to the club, and an amount of \$38.72 for groceries, medicine, etc., made during the past month.

Mrs. T. H. Decoster, chairman, Sunshine committee, reported 5 personal calls, 30 telephone calls and 18 cards sent during the month.

Plans were made for a pot luck supper for members and their families, to be held on the evening of March 15. Mrs. E. C. Duxstad was appointed chairman in charge.

At our next meeting, to be held April 5, plans are under way for a supper, under the direction of Mrs. James Fox and Mrs. Clara Naeser, and installation services, in charge of Mrs. Geo. J. Ryan.

## Davenport Chapter

*Mrs. Ray Roenfeldt, Historian*

A SPECIAL meeting of the Davenport Chapter was held on the evening of February 4th at the local freight office. Mrs. Byram, National President, and Miss Etta Lindskog, Secretary, were honor guests at a dinner at the Mississippi Hotel Coffee Shelf, the program being held later at the freight office.

Officials for the year 1932 were elected, the report of the nominating committee presented by Mrs. J. L. Parnell being unanimously accepted as follows:

President—Mrs. E. A. Johnson.

First Vice President—Mrs. J. L. Pierce.

Second Vice President—Mrs. F. L. Brenton.

Recording Secretary—Mrs. R. F. Murphy.

Corresponding Secretary—Mrs. J. F. Raisch.

Historian—Mrs. Ray Roenfeldt.

On the evening of February 8th a social card party was held at the club house for the members and their families. Refreshments were served and prizes awarded for high score.

Mrs. F. L. Brenton, Chairman of the Relief Committee, reported several needy families have been taken care of.

Mrs. J. L. Parnell, Chairman of the Sunshine Committee, reported five visits, fifteen phone calls and two cards sent for the month.

The Club extends sincere sympathy to Mrs. John Cogeshall in the loss of her husband, John Cogeshall, who passed away January 30th, and also to Mr. Joe Hasenmiller, in the loss of his wife, who passed away January 30th after a lingering illness.

## Milwaukee Chapter

*Mrs. J. D. Thurber, Historian*

THE regular monthly meeting was held February 15th. Reports were given by the various chairmen. Mrs. Carey, our president, reported on some welfare work conducted by the

(Continued on Page 28)

## Favorite Recipes

**Orange Ice Box Cake.** One half cup sugar, one tablespoon flour, three eggs, one cup milk, one tablespoon butter, one third cup orange juice, grated rind of half an orange. Twenty four lady fingers or pieces or sponge cake. One cup cream.

Mix the sugar and flour and add to the beaten egg yolks. Then add the milk and butter and cook together in double boiler until thick. Add the orange juice and rind. Remove from fire, cool slightly and then fold in the stiffly beaten egg whites. Line the sides and bottom of a spring form pan with split lady fingers, pour in part of the mixture and continue until all is used. Layer of cake should be on the top. Place in refrigerator for twelve hours or longer. When ready to serve, remove to a platter and cover with whipped cream.

**Jellied Avocado Salad.** Soak one tablespoon granulated gelatine in cold water and then dissolve in one cup boiling water. Add two cups mashed avocado pulp, one fourth teaspoon salt and the juice of half a lemon. Place in mold and chill until firm. Serve on lettuce leaf bed and garnish with mayonnaise and strips of pimiento.

**Yellow and White Custard.** (Yellow part). Scald two cups of milk. Beat yolks of three eggs, add one half cup sugar and two teaspoons corn starch. Cook in double boiler until coating forms on spoon. Pour into mold and chill. One teaspoon vanilla.

(White part). Two cups milk, scalded, add two tablespoons corn starch and one half cup sugar. Blend with milk quickly and beat with rotary egg beater. Cook slowly five minutes and fold in the stiffly beaten whites of three eggs. Pour into mold and chill.

To serve: Pile the white part loosely in sherbet glasses and pour the yellow custard over this. Candied cherry, coconut or a bit of raspberry jelly may be placed on top. Very nourishing and inexpensive. One teaspoon vanilla.

**Steamed Cranberry Pudding.** Mix in the order given,—one cup flour, one teaspoon and a half baking powder, one half teaspoon salt, one half cup bread crumbs, one half cup brown sugar, two thirds cup finely chopped suet, one cup chopped cranberries, one egg, beaten and one fourth cup cold water. Turn into a well greased mold, cover with wax paper and steam two hours. Never allow the water to come more than two thirds the way up on the sides of the mold if the pudding is boiled in the mold. Serve with hard or foamy sauce. This recipe makes a delicious cherry pudding in cherry season.

**Maraschino Fruit Dressing.** Mix four tablespoons salad oil, two tablespoons lemon juice, one tablespoon orange juice, one half teaspoon salt, three fourths teaspoon sugar and one half teaspoon paprika. Beat until the oil and fruit juices are thoroughly blended. Then add 12 purely chopped Maraschino Cherries and two tablespoons Maraschino Juice.

## The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, SPRING 1932. Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

**7434. Misses' Two Piece Suit.** Designed in Sizes: 16, 18 and 20 years. Size 18, if made as in the large view, will require 3 yards of one material 54 inches wide, together with  $\frac{3}{8}$  yard of contrasting material.  $2\frac{3}{8}$  yards of 35 inch material are required for lining the jacket. Price 12c.

**7479. Ladies' Morning Frock.** Designed in Sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 46 requires  $4\frac{1}{2}$  yards of 35 inch material. Collar and cuffs of contrasting material require  $\frac{3}{8}$  yard. Price 12c.

**7472. Ladies' Dress.** Designed in Sizes: 34, 36, 38, 40 and 42 inches bust measure. Size 38 requires 4 yards of printed material with  $\frac{7}{8}$  yard of contrasting material 39 inches wide, if

made as shown in the large view. If made of one material,  $4\frac{5}{8}$  yards will be required. Price 12c.

**7227. Ladies' Dress.** Designed in Sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size as shown in the large view, requires 5 yards of printed material and  $1\frac{1}{2}$  yard of plain material 35 inches wide. With long sleeves  $6\frac{3}{4}$  yards. Without sleeves  $5\frac{1}{2}$  yards. For contrasting material  $1\frac{1}{2}$  yard is required. Price 12c.

**7465. Girls' Dress.** Designed in Sizes: 2, 3, 4 and 5 years. A 4 year size requires  $1\frac{3}{4}$  yard of material 32 inches wide or wider if made with puff sleeves. Without the puff sleeves  $1\frac{1}{2}$  yard is required. To trim as illustrated will require  $4\frac{1}{2}$  yards of insertion or lace banding. Price 12c.

**7493. Girls' Dress.** Designed in Sizes: 2, 4, 6 and 8 years. Size 6 requires 2 yards of 39 inch material. To finish neck edge with bias binding requires  $\frac{7}{8}$  yard  $1\frac{1}{2}$  inch wide. Sash of ribbon requires 2 yards. The rosette requires 1 yard of narrow ribbon. Price 12c.

**7482. Ladies' Slip.** Designed in Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires  $2\frac{3}{4}$  yards of 35 inch material. To trim as illustrated requires  $1\frac{1}{6}$  yard of lace for the upper edge and  $2\frac{1}{2}$  yards for the lower edge. The shoulder straps of ribbon require 1 yard. Price 12c.

**7485. Girls' Dress.** Designed in Sizes: 8, 10, 12 and 14 years. Size 12 requires  $2\frac{7}{8}$  yards of 35 inch material if made without contrast. To make as illustrated in the large view requires  $2\frac{1}{3}$  yards of checked material, and  $\frac{7}{8}$  yard of plain material. The sash of ribbon requires  $2\frac{3}{8}$  yards. Price 12c.

**7491. Coat for Boy or Girl.** Designed in Sizes: 1, 2, 3, 4 and 5 years. Size 3 requires  $1\frac{1}{2}$  yard of 39 inch material. To line size 3 requires  $1\frac{3}{8}$  yard of lining 35 inches wide. To interline collar and cuffs also the facings with contrasting material requires  $\frac{1}{3}$  yard  $35$  inches wide cut crosswise. Price 12c.

## A Signal Honor

During the month of February, Owain T. Hughes, retired foundation foreman, now living in Watertown, Wis., took a trip east, visiting relatives in Detroit and Toronto, viewing Niagara Falls and Buffalo and getting acquainted with the capital of our country. While at Washington and with the aid of some friends he had the pleasure of shaking hands with President Hoover, a privilege that is accorded to very few private citizens. This is the fourth president Mr. Hughes has shaken hands with, the others being Grant, Roosevelt and Taft. He shook hands with President Grant fifty years ago at Milwaukee.



# OUR LITTLE FOLK



## The Milroad Auxiliary

THE Milroad Club was to have its third meeting when Jean, Jimmie's little sister had a bright idea. She and her girl friends could serve the refreshments. Jean's mother was making cookies so she let Jean make some too. Mary's mother let her make lemonade and Julie's mother gave her some bread dough to make little biscuits. All the afternoon they worked hard making the food and then they painted flowers on paper plates and cups. When they were ready they waited until the boys were through with their meeting and then served the food just as their mothers had told them to. The boys thought it was great and then told them they could do that for every meeting. But Jean had a better idea. "Why couldn't we have a club too and work along with you boys and make things for the clubhouse you are going to build and then you could let us use the house for our meetings once a week in the afternoon."

Jimmie was very fond of his little sister and always wanted to do things that she liked but he decided to be very businesslike in this so he told the girls to leave the room and he would take the matter up with the club in the usual way. When the girls had left, the boys talked about the idea of letting the girls use the clubhouse. Joe didn't like the plan at all. "If we do that they will want to belong to our club and girls are always in the way."

Dick thought it was all right if the girls were told that they couldn't be around all the time. The final decision was that they could have their own club and that it would have to be separate from the Milroad Club but that they could use the clubhouse once a week.

The girls were overjoyed with the decision and began immediately to make their plans. There were three of them to begin and they would invite others to join. Jean was voted president and they asked Mrs. Rogers to help them make their plans. Mrs. Rogers suggested that they call themselves The Milroad Auxiliary. Their meetings were also to be once a week but on Tuesday after school. They would serve refreshments on Monday evenings at the boys' meetings and also at their own meetings.

They too had dues and decided to work out various ways by which they could make money so they would have it for things they wanted to do. The first way to make money was to charge the boys a small fee for serving food at their meetings and the boys agreed that that was only fair.

On the next afternoon the Milroad Auxiliary had its first meeting. The first aim was to plan useful things to do with their spare time. Good ideas seemed to jump into Mary's head like ducks into water and at the first meeting she said, "Let's make things for our mothers until the boys make the plans for the clubhouse and then when

## Aunt Betty



## April

April brings surprise days  
With sun and clouds and showers  
And then, they say, when May comes  
It brings us bright, spring flowers.

we know what the house is to be like we can make curtains and pillows and things like that for them." The thought met with much applause and the girls began their plans.

"There is another thing first, though," said Jean. "We must have some more girls. Now there is Ann—her mother makes all her clothes and she shows Ann how to sew just right. We should have her. Besides I think Ann is one of the nicest girls in our class."

"And Agnes, too," added Mary. "You know that she is always making pretty things out of paper and painting them and she makes beautiful scrap books and things like that."

Julie also had a suggestion. "I think Rose is another girl we should have. She is always playing tennis and swimming and hiking and she does everything like that so well. Besides that, whenever we have parties at school she works so hard to make them successful."

They all agreed that Ann, Agnes and Rose should be asked to join the club. "I don't think we should have any initiation like the boys had, do you? If we do they will think we are just copying them and maybe they won't like it. We could have them each make one thing for the clubhouse, like a pillow or a basket or a stool." The president offered her suggestion rather timidly because she thought the girls might like to do as the boys had done and Jean was wise enough that the boys wouldn't like to be mimicked.

But the others thought she was right so that very evening they called on the three new girls and told them about their club. The girls were proud to be chosen to join and all said they would be ready with their bits of handiwork for the next meeting.

Mrs. Rogers thought that the first meeting with the new members should be a party so she told the girls that she would prepare the food and plan the games and that they could have their meeting after dinner to make the affair more festive.

The whole week was filled with excitement. At school the three girls gathered together at every possible time and discussed the club and the coming party. The other three were working and waiting breathlessly for their first meeting but they knew nothing of the party.

## When the Fairies Mend Their Wings

EVERY spring when the snow begins to melt, the buds begin to burst, the flowers send up tender shoots and the first meadow larks and robins are giving us their spring songs, the little fairies lift their heads from their winter pillows of milkweed down and pine needles. They shyly look about them to make sure that spring is really here. Then their tiny bodies stir and they stand up and stretch their little arms and move their gauzy wings. But each spring they find that the sheer gauze of their wings has been torn and must be mended for the warm weather. They stretch their legs and step carefully out of their beds onto the hard earth. Then they scamper toward the little spots of green that are showing above the ground. Each fairy chooses her green place and lives there with the spring flowers and grass until her wings are again strong and whole. Then she is off to do her share in making the world beautiful and the people happy.

## Anagram Puzzle

Here is the answer to the Anagram Puzzle. It was easy, wasn't it?

### MY DOLLS

The folks I like the very best  
Don't even say a word,  
They mind their business all the day  
And never, never go away.

They're very fine for company  
And do just what I say.  
They stay at home or go with me  
Just as I wish—my dolls—you see.



## The Life of a Car Inspector

(Continued from page 4)

same. With the hammer, which I carry in my hand, and the lantern in the other hand, I am ready to go to work. So come on now Bud, train No. 66 is about due, and we will have to walk to the end of the lead track so that we can see all of the cars go by as they enter the yard. My partner Jack has already started out and the other inspectors have walked down to the far end of the yard."

It was now dark and a heavy rain was falling. By the time they reached the end of the track they could see the head-light of the train coming into the yard. Bud was very much interested and kept right behind his Dad.

"Now Jack, you better cross over. No. 66 is close at hand. Bud you stay at my side and be careful not to get too close to the cars."

"Why wouldn't it be better to get on the other side Dad?"

"You see, Bud, Jack always inspects the train from the north side and I always inspect from the south side."

"Why is that done Dad?"

"We all have our regular work to perform, and in case any defects would be overlooked, the foreman would find out which side of the train it was on, and would then know which man was responsible."

As the train was now passing, Bud noticed his father and Jack were throwing their light on the trucks of the cars. Suddenly Jack's light flashed, and then he called to Bud's father, "There's a brake beam down on that last stock car."

"O.K." replied Dick.

When the caboose had passed, both inspectors and Bud quickly followed. They had not far to go, as the train had come to a stop and the conductor, coming out of the caboose, called to Dick, "Say, here is the 975 report. Everything OK except we had to cut out a brake on the refrigerator next to the engine."

"What's the 975 report?" asked Bud.

"I'll tell you more about that a little later, son. Right now we have to hurry over the train."

So Bud followed his father who quickly walked from car to car throwing his light underneath the ends to see the couplers and draft gear, under the truck and along the sides of the truck, opening the journal box covers as he went along, and throwing his light in the box. Occasionally he would leave the cover of the journal box open which caused Bud to wonder and ask his father why he didn't close it.

"We leave them open Bud when the packing is out of place or if there is not enough oil in it, and there will be another man along right away who looks after that part of the work. He has a bucket of clean packing and tools to take care of this work."

They soon came to a car and Bud noticed his father stop and take the ring of nuts off his shoulder, and then select two, which he applied to the bolt of a

journal box. This required a few moments' work and Bud noticed that no time was lost in getting the job completed quickly.

"It's funny that I didn't notice anything wrong, Dad," said Bud after that job was finished.

"Well son, an inspector's eye becomes trained to see just such things, and he can very soon tell at a glance if there is anything that is not right."

They had walked along about twenty cars, when Jack, who was slightly ahead of Dick and Bud, called over and said, "I will have to run over to the supply box and get a brake hanger pin."

Dick continued right along inspecting and when he saw the light of Jack's lantern returning, he said, "We will have to walk back to help Jack. Now Bud, you stay on this side while I cross over and help Jack put in the pin. Sometimes it is quite a job."

In this case it was necessary that the brake beam be pried up sufficiently to get the hanger pin in place. When the work was completed, Dick came over to his side of the train, pulled out a pad of paper from his pocket, and wrote down the car number and initials, also made a record of the repairs that had been made, as it was a foreign car they had been working on.

"I don't see how you can write when it is raining, Dad."

"Yes, I'll admit it is hard to make a good job, but you probably noticed that I got partly under the car so that the paper wouldn't get too wet. You know this blank I have just filled out is a record that must go to the office and it finally reaches the owner of the car."

They soon reached a car where there was a small amount of grain coming out at the side sill. Dick tapped the sheathing of the car with his hammer and the grain seemed to come out more than ever. He reached in his pocket for some of the nails which he carried and drove some into the sheathing securely, which stopped the leak.

This experience caused Bud to ask why they would load grain in a car when it would leak out.

"Son, you can be sure that the grain didn't leak out when the car was loaded, or when it left the elevator, but you must know that the grain is very heavy and when the cars are going along, it begins to settle down and bulges the sides of the cars, and on this car a couple of nails let go. We don't find as much of this kind of work to do as there was when I first came out in the yards. Guess it is because they have

better cars. I know they do good work on them at the shops."

They soon reached the middle of the train and Bud had noticed another man had been coming up along the train and met them. Dick asked of this inspector whether everything was O.K.

"Yes," he replied, "all but the car next to the engine. Brakes on it were cut out and it must have a bad triple valve as the brake shoes were red."

"All right," said Dick, "I will notify the yardmaster on the way back to the other end of the yard and have it set out."

"What did he mean by brake shoes being red?" asked Bud.

"It means that the brake shoes had been red hot because the brake did not release and that is why the conductor told me they had to cut out the brakes. When the shoes get red hot, you can always tell even after they have cooled off, because of a red color and when we find all the shoes that way on the car, we know there is something wrong with the brakes."

After they had gone back and located the yardmaster and told him of the car to be set out, Bud said, "How do you cut out the brakes on a car, Dad?"

"I will show you, if you will look under this car. See that valve between the pipe which runs the full length of the car, and the triple valve? That is what we call the cut-out cock and the handle must be turned so that it is in line with the valve. After that is done the air in the reservoir, which you see here, must be released which is done by pulling on the handle which is on the side of the car. When you do that, the brake lets go, and the shoes move away from the wheels."

"That is interesting," said Bud, "but what do you suppose is the trouble with that car, which you said had to be set out?"

"Quite likely there is something wrong with the triple valve. You see this valve has very delicate working parts in the inside, and a very little piece of dirt or scale from the inside of the pipe, however small, may get in between the parts and keep them from working, when the engineer wants to apply or release the brakes."

While Bud was asking these questions Jack called to Dick, telling him that another train from the East was pulling into the yard. So they hurried up the track again to be ready to start inspection, and had not much sooner reached the end of the yard when the train came along, brakes were applied, and it came to a stop. Immediately the engine was uncoupled and started up the track. Jack put up a blue flag and hung a lantern with a blue globe on same.

"I saw him do that before on the other train you inspected, Dad, but didn't want to bother to ask you what that was for," remarked Bud.

"You have heard me talk about Safety First and Blue Flag Rules, Bud."

"Yes, I have Dad."

"Well that is part of the rules and the blue flag and lantern are a warning



to the switchmen in the yards that we are working on the train. Without such a warning it would not be safe for us to work under or even alongside of the cars."

Again the inspection of the cars started and Bud followed his father, carefully avoiding stumbling over switches, of which there were several to be met with as they started down the train. As Dick opened the cover of a journal box on one of the cars, Bud noticed a flash of fire.

"What is that?" he asked.

"Just a hot box, and we will have to fix it right away," Dick answered, calling his partner Jack to go back for a 9" brass, tools and packing. It was not long before Jack returned.

"I don't see how you can carry all that at one time," remarked Bud. "Those things must be heavy."

"Yes, it is quite a job to pack all this stuff," said Jack.

"Now step aside son, because we will have to hurry."

"It is lucky, Dick, that we have a tie right under the journal box," said Jack, placing the jack in position as Dick had just completed pulling the burning packing out of the box, and stamping it out while it lay on the ground. Very quickly the journal box was raised sufficiently to release the wedge and the brass was then pulled out. With the packing hook Dick felt of the journal and said that it would be O.K. The new brass was applied, the box let down and just then the box packer came along and he finished the job by repacking the box. Dick told him to pick up the brass but to be careful as it was still very hot. Again Bud noticed his father take out the pad and write down the car number and initials and make a record of the repairs that had been made. By this time it had stopped raining and the writing of this record was done more quickly.

Again the inspectors proceeded along the train carefully looking over the cars and soon Dick stopped and very carefully looked over the wheels of the car he had come to.

"What's the matter Dad?" asked Bud.

"If you will look at the brake shoes," said Dick, "you will notice that they are red and the brake is not cut out. It must be a bad wheel."

Just then Jack came along the other side of the car and Dick called to him to look over the wheels with extra care. This meant going under the car to see the wheels so that they could be inspected on both sides. Jack had already reached the further end of the car and soon he called to Dick that he had found a cracked wheel. Both inspectors threw their lights on the wheel to better illuminate it and sure enough there was the crack plainly visible, extending from the axle half way to the rim.

"We'll have to set the car out," said Dick, and from his inner coat pocket he pulled out a red card, and on it he wrote the initials and number of the car, date, also his own initials, and cause for setting the car out. This card he tacked on the side of the car, and told Jack

to tack a similar card on the other side of the car likewise. He then pulled out a smaller pad of paper and made a record of the defect for which car was set out. Just then the yardmaster came along and suspecting something was wrong threw his light on the side of the car and seeing the red tag asked what was wrong.

"Bad order," said Dick.

"Can't you fix it?" said the yardmaster. "You know this is a rush load."

"I know," answered Dick, "but it is a cracked wheel, and will have to go to the repair track."

"All right," said the yardmaster, "I'll go back and get the switch engine to set it out."

As they went along they heard a hissing sound, and soon came to a car which had a bad air leak. Bud's father soon discovered the location of the leak and it was necessary that he remove the air hose and the angle cock. He attempted to tighten the short length of pipe as the leak seemed to be where the pipe entered the coupling, however, the pipe was cracked and, therefore, broke off. Dick told Bud to remain where he was standing, and calling to Jack said that he was going back to the shanty for a coupling and a nipple.

It seemed quite a while to Bud standing alone in the dark before his father returned, however, it was only a few minutes, and he soon had the old coupling off and had applied the new one and the new piece of pipe; replaced the angle cock and air hose, coupled same and opened up the angle cocks on adjoining cars.

"That, Bud, is a good job, even if I do say so myself, as you notice there is no leak," said Dick, and again he pulled out his pad and made a record of the repairs.

Again they proceeded along the cars, Dick carefully looking for defects on same. Bud had noticed that at the end of each car his father would chalk mark

a number, and that it always was the same number. When he asked why this was done, Dick replied, "That is my number and every car that I inspect has my number on it."

"But why doesn't your partner Jack also put the number on the car?"

"That is not necessary because the foreman, when he sees my number on the car, will know that Jack inspected the opposite side. With this method it is always possible to trace, even many days after, the inspector who last looked over the car."

Just then Dick discovered a cotter key missing out of the bottom brake rod connection pin. Having new cotter keys in his pocket, he placed one in the connection pin and carefully spread it so that it could not work out.

"Why is that done?" asked Bud.

"The little cotter key that I have just put in that connection pin prevents it from working out of the rod. You see if the pin should come out, there would be nothing to hold the rod and it would drag along the ties, and probably get under the wheels and derail the car."

A little further an air leak was discovered at the triple valve. Dick placed the wrench on the union and tightened the nut which overcome the leak.

"That was easy, Bud. Sometimes we have to take it apart and put in a new gasket," said Dick.

Again Bud noticed lights coming towards them in the dark and soon he recognized the inspector who had started this time from the rear end of the train. When they met, the other inspector, who is known as "Tom," gave a signal and the brakes applied. The inspectors then hurried in opposite directions, Bud following his father towards the head-end of the train, and as they went along, Dick carefully looked at each car to see that the brakes had applied. When they reached the head-end of the train, Dick waited and soon saw a light signalling from the rear end that the air brake inspection had been completed by the inspectors working towards that end of the train. This was also the signal for Jack to remove the blue flag and lantern.

"Now," said Dick, "I will take off my raincoat and carry it over to the shanty."

Bud followed him and soon Jack joined them, saying, "I stopped at the yard office and the yardmaster said the stock train will be about thirty minutes late, so I guess we better look over that string of empty cars on track No. 3, because the yardmaster is going to have them switched right after they get through with the stock train."

Bud followed his father and Jack across several tracks until they came to a string of about twenty-five cars, and Jack walked to one end to place the blue flag, and Dick to the other end to do likewise. This time the inspection was started from both ends, and particular attention was given not only to the condition of the running gear, but also to the bodies of the cars—also to the date stencilled on the air brake reservoir to show when the brakes had last been



Meet Scouts Marvin and Raymond Kurzejka, ages 15 and 14. Sons of Assistant Chief Carpenter A. A. Kurzejka, Minneapolis, Minn. Raymond ranks as Star Scout, Marvin as First Class Scout. Mr. A. A. Kurzejka is Chairman of Troop Committee for Holy Name Church Troop No. 71 and also active in the Scout organization.

Good Scouting is Safety First, First Aid and Fire Prevention. These boys should be receiving the education desired of the Milwaukee Railway.

cleaned; to the date stencilled on the side of car to show when the journal box had last been repacked; even the stencilling to show when the cars had last been reweighed was checked. As they went along, Bud noticed that his father occasionally pried a grab iron which was slightly bent so as to give it more clearance, also that he tested the uncoupling lever to see that it was in good condition, and that the coupler lock was not broken. He also looked to see that the knuckle pins on the couplers were in place.

At one car he stopped and noticing that there was no card to show what commodity the car was fit for, he carefully inspected it, which included climbing into the car to note its condition on the inside. He then took a card from his pocket with the letter "B" on it, on which he wrote the number, initial and his own initials; also the name of his station, and tacked same on car. Bud inquired what that meant.

"That letter 'B' indicates that the car is fit to load bulk grain," said Dick, "and we have other cards for other commodities. It all depends on the condition of the car as to what we card it for."

"Well why don't you put cards on all of the cars."

"The reason is that this is the first car we came to that did not have a card on it, or the card on it was out of date. You see when this card that I have applied gets to be more than thirty days old, the inspector finding the car empty will again make an inspection and apply a new card."

As they came towards the end of the string of cars, Dick found the date on the air brake cylinder of a car was more than eleven months old, and he, therefore, filled out a red bad order card and tacked same on car.

The next car that they came to, Bud noticed, had a red card on it, and asked,

"Who do you suppose put that on the car?"

Dick looked at the card and said that Jack put the card on the car. "You see he climbed over on this side of the car because the bad order cards must be applied to both sides so that the switchmen will not overlook them. We will have to put another card on the car which I carded when we walk up on the other side."

As they reached the end of the string of cars, Dick looked up the track and noticed his partner Jack swing his lantern which was a signal that he had completed his inspection. Dick then removed the blue flag and light, and as they walked up the track, he stopped at the car which needed cleaning of air brakes and applied the second bad order card.

They then walked back to the shanty and Dick and Jack gathered up some more material to replenish their supply, and Dick, looking at his watch, said, "Well Bud, it is now 9:00 o'clock, and I think you had better go home. You will be tired from walking up and down the tracks, and I am sure that you have seen enough for the first time that you have been in these yards."

They heard an engine whistle in the distance and could faintly see the headlight as they stepped out of the shanty.

"Come now," said Dick, "we will have to hurry, as I want to see you safely across the tracks."

As they reached the entrance to the yard, Bud said, "I have certainly learned a whole lot tonight, Dad, and I would like to come down here again with you another night if I may."

"All right son. I will see if I can arrange for your paying us another visit in the yard. Now run along and in a few hours I will be coming home."

"Good night," said Bud, "and be careful Dad."

## Tacoma Chapter

*Mrs. Chas. M. Slightam, Historian*

**A**FTER a delightful luncheon on Monday, February 29, at which seventy-five members were served, with Mrs. F. B. Trout as chairman, the regular meeting was presided over by our president, Mrs. George Loomis.

Mrs. Rasmussen and her committee are to be complimented on the way in which the club rooms were decorated for the dance on February 13th.

A card party with Mrs. J. A. Wright as chairman was held on February 24th, the proceeds from which are to be added to the Lydia Byram Scholarship Fund.

The chairman of the Benevolent committee reported having expended \$43.56 for relief, and also having made thirty-four personal calls and twelve telephone calls.

Our Sunshine committee chairman, Mrs. Schmidt, reported having made twenty-seven personal calls, four phone calls, and the sending of five cards; also that Mr. Charles Schulta, who has been confined to his home, is getting along nicely.

## Council Bluffs Chapter

*Mrs. Carmen Underwood, Historian*

**C**OUNCIL BLUFFS Chapter held a special meeting on February 12th at the R. R. Y. M. C. A. and Mesdames Byram, Lindskog and Morrison (pres. Kansas City Chapter) were present.

After reports of the committees, Mrs. Byram talked to us and followed this with an interesting discussion on many and various questions that before had not been quite clear to many of us. Mrs. Lindskog also explained the relief work and in what cases it could and could not be extended. The meeting was very beneficial to all of us and we are very grateful for this visit from the executives.

The meeting was followed with refreshments and a social hour.

On March 2nd we held our regular meeting. Sunshine committee reported a good deal of sickness and many calls made and cards sent.

Mutual Benefit reported several families had been given groceries amounting to about twenty dollars and personal donations of clothing had also been distributed.

Plans were made for a Pot Luck dinner at one o'clock at our next regular meeting, when our new officers will take the chair.

## Marmarth Chapter

*Mrs. S. Richey, Historian*

**M**ARMARTH Chapter has just completed one of the most successful and beneficial years in its history, under the leadership of our president, Mrs. Ed Strible. It has been a year of the hardest work the Club has ever experienced on account of so much unemployment and our membership being reduced from 127 in 1930 to 57 in 1931.

At Christmas time we were able to make 27 families happy with Christmas dinners that included chicken, pork roasts, cranberries and all the dinner trimmings.

The kindly people from the ranks of the local organizations and churches helped us so that it was not necessary for us to draw on our local treasury for anything; and after all bills were paid we had \$6.00 left over as proceeds of the various Christmas activities.

During the year our mutual benefit and relief workers have seen to it that some of our members have received medical attention and care, and several on the sick list were taken baskets of fruit.

Our local paper commented on our work favorably, as follows: "The Milwaukee Women's Club have their definite committees functioning under the general committee and work accordingly. No questions are asked and everything is like clockwork." Nothing like a little deserved praise.

## Milwaukee Railroad Women's Club

*(Continued from Page 23)*

Chapter. Our guests of the evening were Mrs. Byram, Mrs. Kendall and Miss Lindskog and interesting talks were given by these ladies.

Election of officers was held, those elected being: Mrs. M. Dineen, president; Mrs. E. Deards, first vice president; Mrs. O. J. Pokorney, second vice president; Mrs. F. W. Telfer, recording secretary; Miss Alice Schmer, assistant recording secretary; Mrs. Marquardt, corresponding secretary; Mrs. J. D. Thurber, historian.

A program consisting of a reading by Caroline Edler and several vocal selections by Fillmore Walker, Mrs. Carey at the piano. Mrs. Lohf, Ways and Means chairman, announced a pillow case party for February 25th at the Schuster store. Installation of officers at the March meeting.

## Terre Haute Chapter

*Mrs. Harold Patton, Historian*

**T**HE February meeting was held Thursday evening the 18th in the club rooms, and was preceded by a Pot Luck Supper at 6:00 P. M. About 60 employes and families were in attendance and full justice was done to the varying menu. The tables were lovely in their Valentine

decorations and American flags. Mrs. J. H. Valentine was chairman in charge, assisted by Mrs. R. M. Burns, Mrs. Ora Sheets and Mrs. Chas. Wilson.

A delightful entertainment was provided by Mrs. Wilson following the supper. Several readings and interpretations by Miss Doris Grigsby were greatly enjoyed. Also the program of patriotic songs in which everyone joined, with Miss Elanore Farris as pianist.

The regular business meeting followed presided over by President Mrs. Valentine, with all committees reporting. The Nominating Committee composed of Mrs. Tim Colwell, chairman, Mrs. W. W. Griffith and Mrs. V. E. Engman, selected the following officers for the year 1932:

President—Mrs. J. H. Valentine.

First Vice President—Mrs. Chas. Wilson.

Second Vice President—Mrs. Chas. Pearce.

Secretary—Mrs. Roberta Bair.

Treasurer—Miss Elanore Farris.

Corresponding Secretary—Mrs. Harold Patton.

Historian—Mrs. R. M. Bentley.

During the evening, Miss Alice Church, secretary, and always a very enthusiastic club member, was presented with a handkerchief shower by the members of the Chapter. Alice is leaving us the middle of March, being transferred with a number of other office workers to the Chicago office. We will miss Alice very much but we all join in wishing her success and happiness in her new location.

# SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
George Brennan, Sec. Foreman, LaCrescent, Minn.	Discovered defective wheel on passing train, February 17th.	L. F. Donald, Superintendent
G. A. Robison, Brakeman, T. M. Division	Discovered broken arch bar on car in train, January 5th.	G. H. Hill, Superintendent
J. N. Kelly, Conductor, Milwaukee Division	Heard sound of broken rail as train was passing over, stopped train and went back to protect until help came.	N. P. Thurber, Asst. Supt.
George Constance, Engineer, Superior Division	Reported finding broken rail as train passed over, March 1st.	E. A. Meyer, Superintendent
Frank Hoenig, Machinist, Galewood, Ill.	Reported finding broken rail as he was on way home, February 29th.	C. L. Whiting, Superintendent
J. D. Green, Brakeman, K. C. Division	Reported broken arch bar on car in train, February 14th.	W. C. Givens, Superintendent
Joe Roberts, K. C. Division	Reported broken arch bar on car in train, February 22nd.	W. C. Givens, Superintendent
I. D. Green, Conductor, K. C. Division	Reported finding broken arch bar in train, February 4th.	W. C. Givens, Superintendent
M. Reynolds, Conductor, K. C. Division	Reported brake beam dragging under car in train, February 11th.	W. C. Givens, Superintendent
M. Reynolds, Conductor, K. C. Division	Reported broken arch bar on car in train, February 4th.	W. C. Givens, Superintendent
Wm. Heitka, Conductor, Superior Division	Reported finding broken rail at Depere, March 12th.	E. A. Meyer, Superintendent
Steve Tisinal, Car Inspector, Chicago Terminals	Reported broken rail in Bensenville Yard, March 4th.	C. N. Snell, Gen. Car Dept. Supervisor
J. W. Krause, Conductor, Superior Division	Reported broken rail east of Hilbert, March 7th.	E. A. Meyer, Superintendent

## Our Business Getters

Miss Willa Lindsey of the Seattle Freight Office was able to persuade a friend who contemplated making a trip east via competing line, to change her plans and make her trip via The Milwaukee.

Mr. B. E. Curtice, B. & B. carpenter, was instrumental in securing a passenger from Tacoma to Meriden, Conn., via The Milwaukee to Chicago.

Mr. Jim Bussulas, Tacoma, furnished information that resulted in securing two passengers from Tacoma to Chicago via The Milwaukee, en route to New York City.

Assistant Superintendent T. J. Hamilton was instrumental in securing two passengers from Tacoma to Mussoula, Montana.

R. A. Kinnear, North Puyallup, was instrumental in securing a passenger from an eastern point to Puyallup and furnished information regarding shipment of household goods from the same point to Puyallup.

Miss Ellen Sjogren, Seattle Freight House, handed in a traffic tip to the Traffic Department in regard to two passengers contemplating a trip from Seattle to Spokane and return.

Tom Malana, switchman, Rockford, Ill., on March 7th secured a passenger by our line to Spokane, Wash.

J. T. Hogan, yard clerk, Seattle, furnished a

tip on two passengers contemplating an eastern trip from Kent, Wash., to Notre Dame, Ind.

J. M. Gillim, Bellingham, Wash., secured shipment of one car of hides to Milwaukee and expects to be able to secure more of this business in the near future.

W. H. Cobley, Lynden, Wash., secured a passenger to Kansas City and return, after party had partially arranged to take a competing line.

From Mason City, the following business has been secured through the efforts of our employes:

R. P. Harmon, Condr., one round trip ticket to Chicago.

C. E. Kerlin, Condr., 1 ticket to Chicago.

E. G. Gashel, Engr., 1 RT Chgo. to Mason City.

Chas. Craven, Engr., 1 RT Chgo. to Mason City.

J. E. Dennis, Bkman., 2 one-way to Chicago.

F. J. MacDonald, Dispr., 1 to Chicago.

Mrs. Mabel Buchanan, Car Foreman's clerk, 1 RT to Chicago.

W. H. Woodhouse, Bgman., 1 to Rockford, Ill.

Tony Pappas and Nick Challus, Roundhouse, one to New York.

Our forces at Galewood continue active in the solicitation of business. Receiving Clerk Otto

Schulz secured diversion on eleven shipments with a total weight of 20,785 pounds, which had originally been routed against us. Also, Claim Clerk Henry Doornbosh is credited with securing long haul routing via our line on thirteen L. C. L. lots, with a total weight of 8,413 pounds, which has been routed via competing lines.

Through a tip furnished by Machinist Frank Drew, at Janesville, the Passenger Department sold three tickets from Janesville to Wenatchee, Washington.

Superintendent Van Dyke, at Austin, commends Conductor J. Ellms for information given on movement of horses from Adams to Madison, Wisconsin. The shipper had intended to ship from a nearby town on a competing line, but through Conductor Ellms' solicitation was persuaded to use our service from Adams to Madison.

Section Foreman Fred Jones is still busy getting passengers to ride the Milwaukee. He secured another passenger for Chicago in February.

Mrs. Robert Smith, another loyal Milwaukeean, secured a ticket to Spokane, Washington, via our line, both ways, she even escorting the passenger to Milwaukee and saw that she got on the through train O.K. Very nice work, Mrs. Smith.

Our yearly dance under the supervision of Mrs. J. E. Stapleton, Mrs. Frank DeLange and Mrs. Shirley Richey netted \$16.45, not so large a sum, but it was a fine dance and everyone present enjoyed a delightful evening. We feel that the good time that was had by all was worth all it cost.

Mrs. William Morris, chairman of the relief work, and Mrs. A. Bude, chairman of the Sunshine and good cheer, haven't overlooked a single case.

We have, now, what we term a "Women's Club Hostess Day," when we invite outside ladies to meet with us. Two or three of our members act as hostesses and serve a dainty luncheon, after which the afternoon is spent in visiting. At our last meeting, with Mesdames A. Bude and J. Fagen and Miss Wilma Fagan as hostesses, several ladies came in Colonial costume. We find these meetings help in bringing us all closer together.

### Perry Chapter

Mrs. John Heinzelman, Historian

THE annual meeting was held February 6 at the Milwaukee Women's Club House and had a very good attendance. The program opened with one o'clock luncheon, following this was the regular meeting, conducted in the usual form, election of officers being the principal order of business. Splendid reports were given

by the chairman of the standing committees and announcements of all other work was made.

The principal part of the March meeting was the presentation of the officers-elect by Mrs. John Evans to the members as follows:

President—Mrs. Clyde Utterback.

1st Vice President—Mrs. R. C. Dodds.

2nd Vice President—Mrs. William Thompson.

3rd Vice President—Mrs. John Heinzelman.

Secretary—Mrs. Thos. Connell.

Assistant Secretary—Mrs. Dennis Sullivan.

Treasurer—Mrs. Chas. Trask.

Corresponding Secretary—Mrs. Victor Hansen.

Historian—Mrs. J. J. Kindig.

Ways and Means—Mrs. Geo. Taylor.

Mutual Benefit—Mrs. Roy Prettyman.

Sunshine Comm.—Mrs. Ralph Fields.

House and Purchasing—Mrs. W. H. Young.

Safety First—Mrs. Ralph Van Horne.

Program—Mrs. Ralph Wright.

Membership—Mrs. Howard Haskell.

Social Comm.—Mrs. Ralph Grimm.

Musician—Mrs. E. E. Banyard.

Auditing Comm.—Mrs. Einerson, Miss Ruby Eckman.

Perry Chapter greatly appreciates the efforts of the officers and chairmen whose work has been outstanding throughout the year. The duties of some has been more arduous than others, but everything required was done in splendid shape. Our sunshine lady, Mrs. Geo.

Havill, was unusual in her efforts to bring sunshine and happiness wherever needed. Miss Ruby Eckman is also a valued member and the thanks of the club are given her for her efforts in getting our work before the public when ever needed.

Our retiring president, Mrs. Hansen, never wearied, and no matter what situation or task was brought to her, she met it with a willing, helping hand. We are grateful, indeed, for her efforts and extend to her our most heartfelt thanks.

The Fourth Friday Bridge was held February 26. The hostesses were Mrs. John Heinzelman, Mrs. E. C. Hullerman and Mrs. Howard Haskell. The sewing day, February 18, was also well attended and the welfare department is well supplied.

One of the happiest events of the year was the visit of Mrs. Byram and her party to our Chapter. This year the pleasure was no less when we greeted her and Miss Lindskog at the Elks Temple. At eight o'clock an informal meeting was called which included musical numbers by the Perry ensemble, dancing by little June South and Barbara Swift, violin selection by Vera Welsh, vocal selection by Don Hansen, and talks by the visitors. We learned much about the accomplishment of the club on the entire system and have a greater appreciation of its value to us all.

# ON THE STEEL TRAIL

## THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville	Claire E. Shappee.....	Care of Western Traffic Manager, Seattle, Wash.
Vila M. Graves.....	Engineering Department, Chicago	Gertrude Alden.....	Care of Superintendent, Spokane, Wash.
A. M. Dreyer.....	Fullerton Avenue, Chicago	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
John T. Raymond.....	Dispatcher, Marion, Iowa	N. A. Hiddleston.....	Care of Mechanical Dept., Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
Maude French.....	Care of Superintendent, Des Moines, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	B. M. Smith.....	Care of Superintendent, Aberdeen, S. D.
Lucille Millar.....	Care of Storekeeper, Dubuque, Iowa	M. F. Kasak.....	Care of Superintendent, Sioux City, Iowa
M. G. Braheny.....	Care of Superintendent, Mason City, Iowa	Harriet Shuster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Dora M. Anderson.....	Care of Local Agent, Moberge, S. D.
Sybil M. Clifford.....	Care of Asst. Supt., Kansas City	L. W. Pratt.....	Care of Superintendent, Miles City, Montana
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Nora B. Deceo.....	Telegrapher, Three Forks, Mont.
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	A. M. Maxeiner.....	Agent, Lewiston, Mont.
L. J. Lightfield.....	Ticket Office, Beloit, Wis.	F. E. Kirkland.....	Care of Superintendent, Butte, Mont.
Julia Barrows.....	Care of Car Department, Milwaukee Shops	R. R. Thiele.....	Care of Local Agent, Tacoma, Wash.
Cora R. Ouimette.....	Drafting Room, Milwaukee Shops	H. W. Anderson.....	Care of D. M. M., Tacoma, Wash.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	Anne Evans.....	Care of Superintendent, Madison, Wis.
E. Stevens.....	Care of Superintendent, Savanna, Ill.		

### Fullerton Avenue Building

A. M. D.

THE Milwaukee Magazine for March, 1932, pages 27 and 28, published a list of the names of eighty-eight employes who furnished tips on actual or prospective travelers or shippers, thereby gaining the Milwaukee a considerable amount of both freight and passenger business. Of this entire list there is only one out of some twelve hundred or more accounting department employes included, and he is William Nash of the freight auditor's office. He is certainly to be congratulated.

We should remember that business obtained means increased revenue and increased revenue means increased employment. Among the twelve hundred or more accounting department employes, there must be some of us who are acquainted with shippers of freight, such as traffic managers, manufacturers, farmers, etc. Think it over and endeavor to remember all those who may be shippers or prospective passengers. Talk or write to them. Tell them about the Milwaukee. If you receive a tip on someone about to travel or ship goods, advise your chief clerk or your correspondent. We will be glad to submit the information to the traffic department and see that you receive credit due.

There has evidently been a crop of bridge players growing up in the building, as we have been asked why we don't run a stag bridge. Well, we are willing if the rest of you guys are. What do you say?

Our old friend Ed. Kavanagh, formerly with the auditor of expenditure's office, is the proud papa of a baby boy, born in February. He has been named after his dad, the full name being Edward Julius Kavanagh. This event, no doubt, will bring both joy and gloom to the Cub's management—joy for the extra seat that will be filled and gloom for the additional number of balls that will disappear. However, all kidding aside, we offer Eddie our heartiest congratulations.

Dorothy Gunnell of the central computing bureau has returned to her desk after recovering from an appendicitis operation.

Regarding the article published in last month's Magazine on flats for rent in buildings on which the C. M. St. P. & P. R.R. Employees' Savings and Loan Association hold real estate bonds, we have compiled a list of the empty apartments and it is in the hands of the directors. May 1 is moving day in this town and there is not much time to spare. So, let's get going, and see what we can do.

We always knew that some of our girls in the building had hidden talents and two of them were brought to light on Tuesday evening, March 8; when they modeled dresses for the Women's Club style show. If Ruth Girard and Verda Byerly ever lose their jobs, we know they won't have a hard time getting in at Milgrim's or Bloom's as models.

George Ehmer, of the auditor of expenditure's office, had an accident which might have proved serious. While chopping wood, a splinter flew up and smacked him right on the eyeball. He's been wandering around the building behind smoked glasses, looking like the mysterious Mr. Somebody, or other.

Apparently, Ethel Brown and Irene Barry, of the central typing bureau, suffered some discomfort on their trip south. Perhaps the cold and narrowness of the berth had something to do with it.

F. Brodhagen and Miss L. Spengler of the freight claim department will enter into a matrimonial venture on April 6. Their fellow employes join in wishing them the best of luck.

Roy Tannheuser, who a few years ago worked in the ticket auditor's office, was out in front recently saying hello to his many friends and, incidentally, trying to sell them Chevrolet cars. Roy evidently finds the Chevrolet easy to sell, as he was looking prosperous.

Mrs. J. Connors, formerly Flo Comes of the ticket auditor's office, who was seriously injured in an automobile accident during the late summer of last year, is slowly improving, and hopes to have her arm out of the cast in the very near future.

Myrtle Freitag of the ticket auditor's office, who is on a leave of absence, due to illness, is still confined to her bed. Her girl friends in the office had a convalescent card shower on her, March 3.

Mrs. Albert Rohde, nee Mae Rumps, formerly of the car accountant's office, is the proud mother of a new baby girl, born February 25, at the Augustana Hospital. The baby weighed 9 pounds, two ounces. This is Mae's second child, as she also has a little girl 3½ years old.

We understand that Mrs. C. Albright, formerly of the computing bureau, is sojourning in California.

### Sporting News

The C. M. St. P. & P. women's bowling team stole a game from the Chicago and Northwestern R.R. Corn Kings, champions of the Railway Business Women's Bowling League, with scores of 746 and 737. The C. & N. W. team have lost

but eight out of 72 games, so our girls are to be congratulated. In this game, Miss H. Retzke piled up 219 pins, with railroads in the first and second frames. How's that for a score?

### From the Cross Roads of the World

Roberta Bair

A SAFETY FIRST meeting was held at Bedford passenger station, February 16, with 61 in attendance. The March Safety First meeting will be held at the K. of P. hall, Terre Haute, the evening of March 16. A large crowd is expected and a worth-while meeting.

Ben Carr and Herman Surdan want to know if Spec Powell thought he was at a pie-eating contest at the Women's Club pot luck supper, February 18.

Recently, our master mechanic, G. E. Passage, and B. C. Daugherty of Mr. Penfield's office, spent an enjoyable journey on a C. & E. I. train, between Terre Haute and Chicago, reminiscing old times on the R. & S. W. division.

Miss Ruby Currie of the accounting department left for Miles City, Mont., March 14, where she will work in the division accountant's office. We wish Ruby success in her new work.

Friday night, March 4, 1932, will go down in history as a very important date in the history of Milwaukee events, especially in so far as the male employes on the Terre Haute division are concerned. The event took place in the famous Block House, north of the city, and was given as a grand farewell party for those comrades who will depart ere long for the windy city. A score of stags from the Rea building and Hulman street attended and, from all reports, enjoyed themselves immensely.

There was plenty of entertainment going on at all times. Bridge and marbles, however, seemed to draw the greatest crowds. The Culbertson rules were adopted and seemed to work wonderfully, as this game was still going strong when the marble boys broke up.

Last, but not least, the most enjoyable part of the evening was surely the time when the cats were served. Ice cream and cake are always good on any menu.

### Twin City Terminals

Leda Mars

CONSOLIDATION of the twin-city transfer freight handling forces with the Minneapolis organization has made the local station take on an appearance somewhat like old times.

In the recent golden glove boxing tournament at Minneapolis, Earl Duchene, who worked as messenger at the local freight office, showed to good advantage in winning his first contest by a knockout in the first round and losing a thrilling three-round contest on a close decision to Owen Trickey, the lad who won the title.

Ash truck owners must be getting scarce when Emil Rachner and John Ritter were given license number 491 and 492 this year.

Joseph Kilgreiff, train caller at the Milwaukee depot, has been on the sick list since last January. At the present writing we understand he is very much improved although not as yet able to be back to work. Everyone hopes to see him back again soon.

We understand Emil Rachner is the father of another boy, now being even with John Ritter, with a family of four children.

In a recent issue of the Magazine, reference was made to the varied abilities of the messengers in the local freight office. We would like to, at this time, cite some of the talents of some of the clerks in the same office.

There was a statement to the effect that one of the messengers was to receive a gold watch from the bill desk for his faithfulness to duty. A gold watch with a fair movement even in a pawn shop would cost at least fifteen dollars. That sum would be the equivalent of approximately one thousand shipping tickets. Anybody able to get a gift like that from the bill desk should not be wasting his time in a messenger's position, as Houdoni's place as master magician is still unfilled. Another messenger was referred to as an orator. Anyone knowing the local rate clerk knows that he holds that title without serious competition.

If anyone is contemplating the appointment of any more commissions of experts we would humbly suggest that he give serious consideration to our local trio of experts, A. W. Nimens, H. J. Beringer and C. L. McLain. As ancient Greece had their Aristotle, Socrates and Plato, so we too have these three who we think rank favorably with that immortal triumvirate of history. But on second thought we hardly think the three philosophers could compete with our trio in picking the best radio, automobile, or what have you of the present day.

## West I. & D. Division

Edna Bintliff

MISS LEORA FRYE, daughter of fire builder Frye, submitted to an operation for appendicitis recently. We are glad to report that she is recovering in fine shape.

Elmer Johnson, boilermaker helper is again in the hospital. We hope that he may have a speedy recovery.

R. W. Anderson of Milwaukee and Earl Hopp of Aberdeen were Mitchell visitors recently.

We are glad to report that Mrs. Benjamin Holt, Sr., is on the mend again. Mrs. Holt is the wife of veteran boilermaker Benjamin Holt.

Oh, yes, we have a toothless young man in our midst. If you do not believe this ask Ward Miller how he likes eating "Zoup" for every meal.

William Long, engineer, has just returned from a visit to Sunny California. "Bill" said if he had known we still had winter in South Dakota he would have stayed out west longer.

Superintendent Ingraham was a Mitchell visitor March 7th.

Mr. and Mrs. Ray Hanson made a short Chicago visit early in March.

We are very sorry to learn of the death of Mr. W. K. Sweezy of Alexandria. Mr. Sweezy was the father of Mrs. G. V. Foote. We extend our sympathy to Mrs. Foote in her loss.

Mr. J. W. Shelby is confined to his home by illness. Hope that he may soon recover.

Miss Carrie Bradbury spent the week end March 5th with her mother at Mason City.

Mr. Herman Quandahl of Mason City was in Mitchell visiting his father, Mr. Nels Quan-

dahl, who is employed as cashier at the freight house.

Mrs. E. H. Platt made a short visit with her father at Jamaica, Iowa, early in the month.

Mrs. J. G. West, president of the Milwaukee Women's Club at Mitchell accompanied by Mrs. Kearney, Mrs. Nille Finley, Mrs. R. Paullin, Miss Florence Paullin and Mrs. Edna Bintliff attended a luncheon given at Sioux Falls by the Sioux Falls Chapter in honor of Mrs. Carpenter Kendal, Vice President of the Women's Club and Miss Etta M. Lindskog, General Secretary of the club.

March certainly did come in like a lion and remained like a tiger, living up to her reputation for windy weather and exceeding any former March days for cold weather. She caused quite a bit of havoc on the West I. & D., holding 161 out in a snow drift and creating trouble in general. Here is looking forward to April with happy anticipation and back upon March with no regrets.

We have two new members on the Milwaukee force at Mitchell, members who as far as faithful and continued service in the company is concerned can probably not be excelled. We speak of our stockyard foreman's equine acquisitions "Chubbie" and "Maud." "Maud" has been with the company a bit longer than "Chubbie," but they have both grown old in the service. They both are in favor of the new pension plan, and would gladly make way for younger employes if that plan materializes. The only argument they have provoked to date is one relative to the proper method of measuring for horse collars. One party believes that measurements should be taken around the neck, the other party thinks that one should get the radius of the neck and multiply by pi to get the circumference. As for ourselves we do not take sides, measuring necks not being our long suit.

We are informed that Walter and Howard Wallace are on the debate team at The School of Mines. These boys are sons of Clarence Wallace, engineer on the West I. & D., and are freshmen this year.

Mr. Charles Winters was in Mason City recently visiting his brother who is ill.

## Iowa and S. M.

V. J. W.

MARCH 2 marked the passing of two veteran Southern Minnesota Division employes.

Conductor W. S. Torbert passed away at the home of a daughter in Washington state, where he had made his home for the past few years. Mr. Torbert was 70 years of age. He entered the service as a brakeman in 1892, was promoted to freight conductor in 1896, and passenger conductor in 1915. Early in 1928 he was granted a furlough which was later extended to an indefinite leave due to failing health.

Sylvester O'Gar started his railroad career as a locomotive fireman on the S. M. Division in 1881. He was promoted to engineer about six months later due to his experience as an engineer on Mississippi river steamboats. He also saw service with the Milwaukee as Traveling Engineer on the S. M. Division, General Foreman and Master Mechanic on the Kansas City Division and for the past few years as Special Inspector, Locomotive Material Reclamation Committee. He passed away at his home in St. Paul at the age of 67 years.

We are also sorry to hear of the death of Conductor H. F. Putney, who passed away at his home in Fairmont, Sunday, March 13, after an illness of two months. Mr. Putney was 68 years of age and had been an employe in the train service since 1889.

Death has also invaded the homes of four other I. & S. M. Division employes during the past month. On February 22 Mrs. Tuftee, wife of Car Inspector Garnet Tuftee, passed away at her home in Austin after a short illness with pneumonia. On March 4 Mrs. Laufle, wife of Switchman Walter Laufle, passed away at Roch-

# Railroad Man Turns Crusader Through 20 Years Preaches Fame of Favorite Tobacco

Twenty years ago Mr. A. H. King of Gary, Indiana, found the one smoking tobacco that suited him right down to the ground. In all the years that followed, his loyalty has remained unshaken. In his ardent enthusiasm for Edgeworth Smoking Tobacco he turned "crusader" and writes that he made Edgeworth converts of the entire staff of the New York Central Railroad at Gary. Here is his letter:

Gary, Indiana  
November 24, 1931

Larus & Bro. Co.  
Richmond, Va.  
Gentlemen:

I have been using Edgeworth for twenty years and never smoke any other brand. Through my recommendation, I have been able to make Edgeworth users of practically all the New York Central Railroad staff here. In fact, there is not a pipe smoker here today who does not use Edgeworth entirely.

Yours very truly,  
A. H. King

There has long been a close friendship between a pipe and the "iron horse." A pipe is a railroad man's smoke—a calm, tranquil, peaceful smoke, the kind of smoke for men whose nerves must always be steady, whose brains must be clear and alert. And Edgeworth is a railroad man's favorite tobacco too. It's a cool, slow-burning smoke, from a blend of fine old burleys. Its natural savor is insured by Edgeworth's distinctive and exclusive eleventh process.

Would you like to try this Edgeworth blend—and perhaps, like Mr. King, discover a joy in smoking you've never known before? Your name and address, sent to Larus & Brother Co. at 108 S. 22d St., Richmond, Va., will bring you a free sample packet of Edgeworth. Or 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 humidor tin. Some sizes come in vacuum tins. Remember that you will find the same fine quality in the Edgeworth you buy *anywhere*, for Edgeworth quality is always the same.



On your radio, listen to the Dixie Spiritual Singers as they sing in the Edgeworth factory over the N. B. C. Blue Network every Thursday evening. Rich chorus of men's voices. See your local newspaper for nearest station and time.

## Our Valet Service

enables you to have a freshly pressed suit always available.

Leave your suits with us. We'll keep them in a dust-proof case; clean and press them as you instruct. They are fully insured while in our possession.

Dressing Rooms for Your Convenience.  
To be well pressed is to be well dressed.

### JOSEPH KAHN

TAILOR

Union Station Est. 1904 Chicago

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ester, where he had been undergoing treatment for the past several months. On March 7 occurred the sudden death of Lawrence Aughey, son of Dispatcher C. M. Aughey. He had recently undergone an operation and was considered well on his way to recovery when the forming of a blood clot caused his death. Mrs. Johnson, wife of Agent J. M. Johnson, Mapleton, passed away at her home March 10. Dearest sympathy is extended to the bereaved relatives.

Clifton Oeschger, Chief Clerk at the Store Dept., Mason City, was in the city the past week to attend the funeral of Lawrence Aughey and called at the local offices.

P. H. Phiffer is returning to Madison, S. D., as roundhouse foreman. Foreman Win. Neary has been transferred to West Clinton.

Operator Frank Bloom has bid in third trick at Ramsey.

Operator W. C. Hickey is back to work at Rosemount after a few weeks' illness.

Chief Clerk H. A. Wunderlich was taken very ill Sunday, March 6. We are indeed glad to hear that he is improving rapidly and we hope to see him at the office again soon.

Checker Fred J. Smith is back to work at the Austin Freight House after a two months' illness.

Superintendent G. A. Van Dyke, General Northwestern Freight Agent C. L. Kennedy and Division Freight Agent A. G. Bantley attended the "Made in Faribault" program which was held in Faribault March 10. We understand Mr. Bantley won one of the prizes.

Our enterprising brakeman, A. M. "Snooks" Evenson, who incidentally is also the village marshal at Whalen, was just about to branch out into the poolroom business, but we hear things got too hot for him. In fact, two buildings at Whalen burned before the Lanesboro fire department arrived. We are wondering if it was another case of the cop not knowing he had a fire on his beat. One of the buildings was the property of Agent C. J. Olson.

Operator Wm. Bell of Farmington returned recently after a two weeks' visit in California.

Operator I. R. Crawford returned to work at Comus after a two weeks' visit at his old home in Illinois.

Mrs. Balmgreen, wife of Agent Carl Balmgreen, has recovered sufficiently to return from the hospital in Faribault to her home in Waukegon.

Operator Geo. Ryan of Owatonna has been off for ten days. Where was the prize fight?

Engineer John Nihil, who usually puts in a little time each winter fishing down in Florida, has been off the past sixty days, but no reports of any big catches.

Engineer Tom Clancy, who has been off sick for several months, is out and around again. He is looking good, but says he will wait for a little warmer weather before going to work.

Engineer Fred Keeler has returned to his home after a month's illness in a Minneapolis hospital.

We hear that Conductor Rollie Thornton, who is spending the winter in Tacoma for his health, is somewhat improved.

Frank Falkingham of the Mechanical Department is back from Rochester and expects to go to work March 14.

Engineer Joe McDonald reported for work on the St. Clair line after enjoying the winter off duty.

Engineer Wm. Owens is home after a month at St. Olaf Hospital in Austin.

Engineer Chas. Whitting has been off sick the past two weeks.

Clerk Harold Rappe has resolved to keep one eye on his hat when attending dances in the future.

Looks like Mower County is going to have a few K1's and L2's added to its equipment for the apprehension of criminals. Word reaches us that Engineer Emil Olson is casting his hat into the political ring.

O. S. & D. Clerk Harold Flanigan has checked short the past few mornings. Hope it is nothing serious and we get an OK report on him soon.

Spring must be just around the corner. Dwight ("Tang") Kneeskern has moved back on the south side where he will be handy to Woodson Creek for the opening of the trout season and close by the Dawes Ranch, where we hear the opening flights of the "Clerk's Open" will be held. Incidentally he will not be far from the New Roller Rink.

Several of the boys in the freight office are taking out stock and advertising a unique enterprise. A business card indicates that they intend to cover a large field. It reads:

GOATS—RABBITS—MALLARD DUCKS—SMOKED MEATS IN SEASON. Address, Eppy Perkins, c/o Freight Office.

Late flash from the old timer:  
CTD—"Have you any stock cars? Want a couple singles for cattle tonight."

GYM—"No, only have two doubles."

CTD—"Can't they use 'em?"

GYM—(To the opr.) "Tell that guy sure, but we'll have to cut their legs off."

Bernard D. McGinn passed away at his home in Farmington on March 15 after an illness of several months. Mr. McGinn was 56 years of age. He entered the service as an extra operator in 1902 after having served 11 years in the track department. He was assigned as Agent at Farmington in 1910, where he has served continuously. Sympathy is extended to the bereaved family.

### Harlowton Roundhouse

"Andy"

WE HAVE had some very cold weather at Harlowton this month, in fact it has been the coldest weather we had for years—40 below, that in conjunction with a lot of snow just helped to make things miserable in general. Snow plows were used on the Northern Montana division and also between here and Roundup. It has been a long time since such a condition existed in this neck o' the woods, if there were any woods.

Now we will turn from the cold weather to golf, or in other words, from the sublime to the ridiculous, and when we mention golf, right away we find ourselves in conversation, that would be interesting if it was understandable with E. B. Cornwall, Geo. Ellis and Paul Hollister. If they were any nuttier about golf, they would grow shells on, well, to make a long story short, these birds after working hard all day and all fagged out when the whistle blows, go out on the golf

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General Passenger Agent,

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links (of course they haven't gone out yet, they are not husky enough to carry all the clothes you need in this weather, but this is what they figure on doing) where they can rest up while they are digging up the sod trying to get a ball into a hole in the least number of lies. We will no doubt have more dope on this as the season opens up.

Geo. (Mush) Collins gets most of his nourishment at the present inhaling mush and soup—he recently went up to the dentist for the purpose of having a bicuspid yanked out, and he durned if he didn't come out with his face all folded up like an accordion, and nothing in his mouth to spit through. Don't know whether that was the result of super-salesmanship on the part of the dentist, or if he was just practicing for some weed pulling contest, or maybe Geo. got a wholesale price on job lots.

August Berge, we are glad to report, is back from the hospital, where he was laid up with a bad attack of the flu.

Mr. Fisher, Traveling Engineer on the East end, was here with us for a few days, getting an engine rigged up with one of his patent smoke deflectors. We hope she does the business, so the engineer's outlook will not be so hazy.

Sam Torgerson received sad news lately that his brother, a banker in the east, had died. Understand that Sam had been down to visit him not so long ago when he was ill and at that time appeared to be getting better, therefore the death notice was rather sudden, and our sympathies are extended.

C. E. Steinhauser, agent, is what you would call a golfer of a little different nature. He does most of his divot digging in the back yard; he is what you call a horticulturist and floriculturist, and they say he raises some very nice garden products.

Paddie Schultz, our lead boilermaker, is a busy bird these days. He has one more boarder to feed. Yes, sir, the stork left him a five-pound baby girl about three weeks ago, and believe me he is a very proud papa, and want to take this opportunity to offer our sincere congratulations. One thing we are certain of and that is as long as there are only girls in his family there will be no more boilermakers in his domain.

Francis Stoltz, our coal dock man, has the right dope on this depression stuff all right. He said that dollars were made round so that they would roll and circulate, and just now they have been running a bunch of flat spots; guess maybe he is right at that.

Engineer F. V. Winsor has been on the sick list with the flu for three weeks, but is now back on the job.

This is all the news we have for this month's blah-blah, guess the weather has been too cold for news to circulate. Yet the cold weather did a little to help our business. We had a few extra trains to Roundup for a haul of coal, but maybe we can get some other kind of business when the weather warms up.

**Twin City Terminals**  
**Mechanical and Stores Dept.**  
*N. A. H.*

MR. LUEBKE from Milwaukee accompanied the snow storm that blew in March 1st at Minneapolis. We must admit it wasn't a very warm reception for Mr. Luebke, especially it being his first visit to Minneapolis for a long time, but he was as welcome, as the old saying is, "as the flowers in Spring."

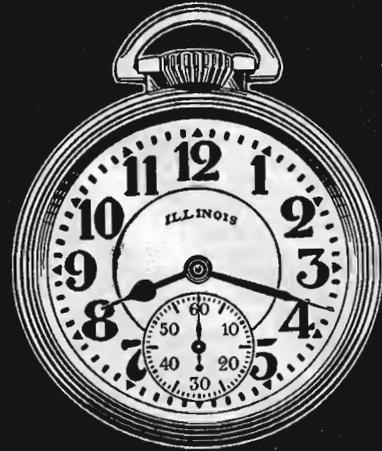
A baby girl arrived at the home of Mrs. F. J. Mandery (formerly Miss Alice Hemsey) and "Grandpa" John Hemsey is strutting around very proud of the new addition although it is not his first experience as Granddad.

Mr. Oliver Eckran, former machinist in the Back Shops, passed away February 18th due to heart trouble. Mr. Eckran has not been working for the past few years due to poor health.

Mr. Sylvester J. O'Gar died March 2nd at the St. Barnabas Hospital after a siege of poor health. Mr. O'Gar was an employe of this rail-

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road for over 50 years and we extend to his family our sympathy.

Mr. Henry O. Fiedler died March 3rd. Mr. Fiedler was employed as machinist for over 30 years and we extend to his family our sympathy.

Mr. John Taylor, machinist in Minneapolis Back Shops, has retired on the pension. Mr. Taylor is a nephew of former Master Mechanic John Taylor.

The Consolidated Office Mixed Glee Club made their Spring appearance last week at the home of John Hart. The club is composed of Gracie, Viv, Nellie, Ella, Bill "C," Axel "P," Lewie "M" and Allen "T."

Special mention must be made of the solos sung by Nellie, Gracie and Viv. Gracie sang in a masterful manner that new song hit, "Oh What a Pal Is Eddie." Nellie sang very charmingly "Save the Last Dance for Me," while Viv favored us with that old tuneful selection, "When Eddie's Eyes Are Smiling." Ella played the organ very appealingly and also gave a solo dance. Bill "C's" rich "alto" voice surprised us when he sang, "O-o-h That Kiss."

Allen, Axel and Lewie blended their voices in the melody called "Let Me Call You Sweetheart." Now I wonder who they had reference to.

Elavi, who has gained much fame during the past three months in the art of pleasing the hungry, served the luncheon—"ham an'"—to the great delight of all present.

It has been said that Ivy would make a great detective as she is always attending investigations.

Walter ("Knees") Johnson has returned to work after nearly three months of illness. Welcome back, Walter. "Knees" is now undergoing Class 7 repairs and will soon be good for at least 100,000 miles.

Spring is here—all right—all right—and romance and travel again appear in the atmosphere. This fact is indicated—strange as it may seem—by the daily rides Tim and Emma are taking lately in Emma's "little" car.

## Notes from the Willapa Harbor Branch

R. R. T.

NEWS items are scarce this month; nothing much out of the ordinary seems to happen and our honored editor will not permit us to manufacture news to suit. Hence our contribution for this month bids fair to be a small one.

Al Revord, the section foreman at Raymond, is now the proud owner of a late model Ford sedan, but still speaks to his old friends quite affably. He was quite glad to get rid of his old flivver after the dirty trick it played on him not long ago. Al and Mrs. Revord had been out to a party at some friends up the valley one Saturday evening and at some reasonable hour after midnight they set out on the return trip to Raymond. When still a few miles out, a tire gave out. This has happened before, but Al had no spare tire with him, so he had to make repairs to the old tube which is not so easy when you do not even have a flash light with you. However, the repairs were completed after a while, but when it came to inflating the tire, Al discovered that the rear seat had come down on the tire pump which he kept under that seat, and had cut off the air pipe close to the pump. There was no way to repair that, and Al was beginning to wonder what to do when fortunately friends who were also returning from the party came along and offered help. But, alas, their air pump was old and leaky; it was only by the most strenuous exertion and what seemed like hours of work that the tire was finally inflated sufficiently to proceed. With sincere thanks to the faithful friends Al got into the flivver and proceeded a mile or so to the next service station. By this time it got to be morning, and Al drove in to put a little more air into the tire, when with a bang and a wheeze the casing blew up and the inner tube came out in what a doctor would have described as a beautiful rupture. There was nothing for it; Al had to go down in his jeans

and produce enough cash for a new inner tube and a new casing—and finally got home just in time for a late breakfast. Al is ordinarily a mild and peaceable citizen, but the state of his feelings by this time was fairly near the boiling point and didn't quite cool down until the next day. Al and Mrs. Revord are still attending parties now and then, but we hope they will have nothing like this happen to the new car.

Hans Johnson, the engineer on the Willapa Harbor run, residing at Raymond, has been keeping bachelor's hall for a week past at this writing. Mrs. Johnson and their two sons all went to Tacoma, where Verne, the younger son, had to undergo an operation, due to an injury received at a basketball game, which forced him to discontinue his studies for some months past. The operation was quite successful and he is now on the way to complete recovery. Mrs. Johnson and the other son, Chester, improved the opportunity to go to Mineral and Eatonville in order to look after some property of theirs at those points.

George Hunt, the handsome and popular rear brakeman on the Willapa Harbor run, and Mrs. Hunt have used the long Sunday lay-over on several occasions lately to visit Chehalis, where they lived formerly at the time the gasoline motor car tied up at Chehalis over night.

Charlie Lenon, the genial agent at Raymond, who is quite prominent in Masonic circles thereabouts, some weeks ago went to Chehalis with a degree team of the Raymond Royal Arch lodge in order to put on the work of that lodge for the benefit of a class of candidates at Chehalis and came back quite swelled up with all the compliments he received on the superlatively excellent manner in which his team acquitted itself. He is always in great demand among the various Masonic lodges of the neighboring cities for special ceremonial occasions.

Dan Verheek, the efficient Car Foreman at Raymond, is the proud father of two charming young daughters, Mary Louise and Diana. Mr. and Mrs. Verheek were even prouder than usual when Mary Louise acquitted herself very gracefully in the stately minuet of George Washington's days at a Junior High School entertainment. Both girls are unusually clever musicians for their years due no doubt to the example of their mother, who is not only a very charming lady but also an accomplished pianist. As for Dan, he disclaims any parlor tricks, but when it comes to fishing, he can hold an audience spellbound for hours with his thrilling tales of the big ones which he caught—or which got away, as the case may be. However, he *does* get them on occasion and proved it the other day by presenting a big one to Mr. William Walgren, the operator at Raymond, who in turn vindicated his title as the champion bachelor cook at Raymond, by getting up a most delicious fish dinner. We know, because we were there and did full justice to

Bill's excellent cooking, which was calculated to turn almost any housewife green with envy.

Mr. D. E. Rossiter, Rules Examiner, recently examined a class at Raymond on Northern Pacific rules, because of joint operation on certain trackage. Conductor Burt of the Willapa Harbor Logging Railway with his merry crew of Willapa-loosas also took part in the class; they are all old and experienced Milwaukee men, but just now the Willapa Railroad operates its logging trains over the Northern Pacific and Milwaukee tracks. Needless to say that the entire class acquitted itself to Mr. Rossiter's entire satisfaction. Everybody is always glad to see him, for all those who ever worked under him hold him in affectionate remembrance as a real gentleman in the best sense of the word.

Mr. and Mrs. J. Hayden Thomas (Mr. Thomas being the Roundhouse Foreman at Raymond) have been enjoying a visit of some months by their younger daughter, Mrs. Malone of Ellensburg, and their grandson Richard, a handsome little lad. The weather over on the other side of the Cascades having now become a little more endurable, Mr. Malone came over to take his family back to Ellensburg and Mr. and Mrs. Thomas now feel very lonely again; little Richard certainly had kept them busy. They took advantage of their son-in-law's presence to make a hurry-up trip to Seattle and their other married daughter at North Bend.

## Broadcast from Madison Division A. C. E.

THE Safety Meeting held at Madison, March 4, was well attended—115 in all. Hope we will continue the good spirit throughout the year. Mr. Flanigan, Manager Safety Dept., was able to attend and delivered a very interesting message.

District Accounting has been established, which means that our Madison Accounting Dept. will be transferred to Milwaukee April 1. We are sorry to part with Mr. Payne, Mr. Tarpley and Miss Niebuhr, but wish them good luck.

An Educational Tour to Washington, D. C., similar to the one last year, will be conducted March 28. We are soliciting business and hope it will be as great a success as it was last year.

We would like to know if Dave Westover, Chief P. F. I., has learned what time No. 506 leaves for Milwaukee.

Chauncey Corcoran and Tom Woods are debating on the following: "Which is the best used car—an Essex or a Dodge?" I think Fred Liegois can settle this as he was once the owner of an Essex.

There seems to be quite a bit of politics on the R. R. now days, as Geo. Davenport and J. Seery are in the field for Alderman. Good luck, boys.

Mike O'Neil, Switchman, gets a big "kick" out of attending card parties at the Women's Club Rooms. He gets beaten so often we will have to purchase a new carpet, as Mike has it almost worn out going back to the foot table.

B. N.—"Your wife must be 'boss' in your family."

CAP.—"Oh, I put my foot down sometimes." B. N.—"Well, if you do, she steps on it."

A bull broke from a stock car,  
The old boy sure was sore  
And headed for the CAPITOL,  
To be thrown there on the floor.  
Right here the story ended,  
He never reached the square;  
For Fred Schultz grabbed him by the tail  
And signalled for the air.

Persistent rumors have it that our friend Stanley McGrath is making an exhaustive study of roller bearings. We understand Stanley is going into the jewelry business shortly.

Newton Dunwiddie, Passenger Conductor, passed away March 5. Mr. Dunwiddie was 79 years old and had been in train service 51 years, and was in active service up to about one week prior to his death. He was known by every railroad employe, and we all join in extending sympathy to Mr. Dunwiddie's family.



Understand that the spare moments of the Patrol Crew tying up at Milton Jet, pass very swiftly since the caboose has been spotted regularly on team track, all the conveniences of home and awakened to the music of KFI.

Rae Scherneckner was recently elected President of the Madison Chapter, Women's Club of the Milwaukee Road.

Mr. Payne thinks something ought to be done about the clock in our office. He suggests sending it to the Mayo Clinic or to our newly appointed Company Doctors at the Jackson Clinic.

The extremely variable weather the past few weeks resulted in a lot of sickness. Among those laid up were Ole Borgard, Wm. Slightam, Russell Thompson, Ed. Ziel and Edw. Andrus. They are all on the gain at this writing.

Word has been received from Sandy Wilson who is in Florida that he is getting along fine and intends to return the latter part of May.

This column would be longer and represent more Departments if all employees who promised to send in contributions kept their promise. So if you want your Department represented in the future, I shall appreciate any items at any time.

#### A Few Flashes From Janesville

Mrs. Elmer Duxstad was recently elected President of Janesville Chapter, Milwaukee Women's Club. She succeeds Mrs. A. J. Hunter.

Questions are being asked as to why the frequent trips our O. S. & D. Clerk, Blanche Hayes, is making to Milton Junction. We wonder what the attraction is.

Wm. Tassel, Machinist, has been absent from work the past two months, and is reported to be improving. Best wishes for your speedy return to work.

E. J. Mulligan, Asst. Cashier, Janesville Freight Office, has been confined to his home for some time due to illness. It is the wish of his fellow employes that he "Get Well" soon.

Sid Northrop, our genial Yard Clerk, invested in a Scotch cap for protection of his ears during the recent cold snap.

Chas. Gregory, Y. M., has resumed work after a week's absence, due to illness. It seems good to have you back, Charley.

A baby boy was born to Mr. and Mrs. Ed. Lueck February 28. We extend congratulations.

### Coast Division

"Kirk"

MR. AND Mrs. J. S. Eccles returned to the Coast March 1 from Illinois, where Mr. Eccles had gone with the body of his father. Jim reports the best of weather around Chicago, warm and sunny.

Mr. R. P. Rozelle, Agent at Duvall, was in the office February 19 on his way to California for a vacation.

Traveling Auditor Harry Johnson has just received word of his appointment as Asst. District Accountant of the Middle District, with headquarters at Milwaukee. This is a boost and we are glad to see him go ahead. Harry says he likes the Coast, but a boost is a boost in these times.

Regret to report the death on February 19 of James A. Clubb, for many years a Clerk in the Store Department. Mr. Clubb was 70 years of age and had been sick for some time. The sympathy of the Coast Division employes is extended to his wife and family.

We have just received our first report of a grass fire along the right of way for 1932. About 900 feet of dried grass and weeds being burned just west of Sumner. From now on everyone will have to take greater pains with matches, cigarettes, etc., in order to keep the fire loss on the Coast Division down.

Mr. and Mrs. Paul Leistner, Bridge Foreman, returned to the Coast Division, the latter part of February after having spent the winter in Southern California. Mr. Leistner will have charge of the bridge crew to be put to work on the Olympic Division.

Mrs. James Bolard, wife of Section Foreman at Chehalis, was a recent Tacoma visitor.

Mrs. Bert E. Westby, mother of Section Fore-

man Rollo Westby, left Tacoma the last of February for her home in Madison, S. D., after having spent several months with her son.

Dispatcher H. E. Peterson has been working as Night Chief Dispatcher since the slide trouble.

We are all glad to see Dispatcher W. A. Allen back at work. However, his return makes too many dispatchers again and W. A. Monroe will either have to take the extra work or go to Spokane.

The last of February was moving day around the station at Tacoma. The Engineering Department, roadmasters' and chief carpenter's offices were collected in the offices formerly occupied by Asst. Supt. Hamilton, Mr. Hamilton moving upstairs to the office formerly occupied by the roadmasters and chief carpenter.

You have all heard that old one about the irresistible force meeting an immovable object—only in this case the object was not so immovable as we thought; the heavy rainfall during February, together with the warm weather which melted the deep snow in the Cascades created the irresistible force in the form of high water which seemed to fill every natural waterway and then backed up until it met the supposedly immovable object which was our railroad track. The result was disastrous, washing out fills which had withstood the weather for years, leaving gaps several hundred feet long and down to bed rock, in other places covering the track with rocks and trees to the depth of 12 or 15 feet. This all happened on the 27th of February and since that time the mountain has been covered with men who know their jobs and are as busy as bees. They work three shifts a day and the picks, shovels and other tools get no rest, when one man has worked his eight hours another takes the tool out of his hand and the work goes on. As a result of this team work, the gap will probably be mended a full week or ten days sooner than was first estimated. Train service is being carried on as usual, detouring over the Northern Pacific between Easton and Black River.

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Desirable Location

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# KERITE

For signal service under all conditions. KERITE is the most durable, efficient and permanent insulation known. KERITE remains long after the price is forgotten.

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Under all conditions and at all times, T-Z Products give unexcelled service.

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T-Z Products, as standard equipment, are daily proving their merit.

**T-Z Railway Equipment Co.**  
14 East Jackson Boulevard  
Chicago, Illinois

I am reliably informed that you may now address D. F. & P. A. Paul Wilson as "Daddy." Haven't seen any cigars or candy around, but Paul has been tuning in on "Raising Junior" regularly and now the reason is apparent. It's going to be hard on the Golf game and late hours, except between about 2 A. M. and 5 A. M. when Paul will probably croon "Walking My Baby to Sleep." Congratulations, Mr. and Mrs. Wilson.

## "The New I. & D. Hub"

M. F. Kasak

**E**ARL STARR of Fairview, S. D., returned to Liberty, Mo., the first of March to take up his duties as Extra Gang Timekeeper. During his stay at Fairview he was acting as relief foreman on the Hudson Section.

We regret to advise that Mrs. Carl Nelson died at Custer, S. D., February 16 after a long illness. Funeral services were held in Baltic and interment was also made there. We extend our sympathies to Section Laborer Carl Nelson, who was her husband, as well as the bereaved families.

Relief Operator Chester Smith was a visitor in Sioux Falls on the 15th of February. Glad to have you come around and see us once in a while, Chester.

With the idea of preventing crossing accidents, a suggestion was made at a recent safety first meeting that all automobile drivers be instructed so that they would know how to interpret a "stop sign" when given by switchmen and trainmen at crossings. General Agent W. D. Griffiths volunteered to go before the safety section of the Chamber of Commerce and demonstrate the hand "stop sign," whereupon the General Yardmaster, Mr. Bankson, volunteered to have one of his switchmen educate the General Agent so that he would be qualified when he goes before the local Chamber of Commerce.

Section foremen Lars Twaite, John Connors and Herbie Anderson up on the Madison Line were busy installing additional snow fence on the 15th of February. Herb got a good deal of irritation due to a large artificial lake that has cut off his regular short cut between home and the tool house and he has gone so far as to order a row boat to save himself the trouble of walking around the lake. We would suggest that several days after he requested his boat he could very well have employed his time cutting his next summer's supply of ice.

A Safety First Meeting was held in the Passenger Station at Sioux Falls on February 16 with Mr. Doud acting as Chairman in place of Mr. Ingraham, who was called away at the last minute on business. The meeting was well attended despite the big snow storm that was going full blast to remind us that old man winter was still on the job. The ladies were on hand with hot coffee, hot dogs and, though they were thoroughly enjoyed by everyone, I believe those fellows handling snow that night had the edge on us for enjoyment.

H. G. Griffiths, delivery clerk at Sioux Falls freight house and brother of General Agent Griffiths, died in a local hospital February 28 following an appendicitis operation. Mr. Griffiths entered the employ of this railroad March 26, 1919, and was sixty-two years old at the time of his passing.

Short funeral service was held in the Miller Funeral Home Tuesday morning, March 1, after which his remains were taken to Lake Crystal, Minn., where a Masonic funeral was conducted. His remains were laid away at Minneopa, Minn., in the family lot. Mr. Griffiths was a member of Bethel Lodge, No. 103, Lake Crystal, Minn., A. F. & A. M., also a member of the Brotherhood of Railway Clerks.

Mr. Frank L. Griffiths, brother of the deceased from Luverne, N. D., also his sister-in-law, Mrs. O. T. Griffiths from Rhame, N. D., were at his bedside before he died.

We of the division sympathize with the surviving family and relatives in the loss of this good man.

Master Mechanic John Turney and Chief Carpenter W. E. Tritchler were in Sioux Falls between trains March 3 on business. We are always glad to see old friends drop in on us often enough so that we can remember what they look like. Come again!

Chief Carpenter G. B. Lawrence has had occasion to be on the Sioux Falls Line several days during the last part of February due to high water and ice, the ice having knocked out a few sticks from his bridge.

The Milwaukee Bowling team at Sioux Falls is going like a house afire in the Industrial League, composed of the I. C. Ry., Virginia Cafe No. 1, Fisher Printing Company, Jordan Stone and the United Cigar Store. The team is made of the following: "Maple Smashers"—A. B. Main, Fred F. Brown, Al Reid, Henry Kruck and Frank Lindner.

The boys are leading the league in the second half of the season and feel so good about it that they feel that they could easily take the championship in the Milwaukee Tournament in a walk.

Hauser's "Hanslick's" is leading the Queen City Bowling League. Guess Walt is supplying the boys with Handslick to get special "dope" on the ball, which enables them to lead in a fast League. The team is composed of the following boys: A. B. Main, Fred F. Brown, Al Reid, Henry Kruck and Frank Lindner.

Mrs. A. B. Main visited relatives in Madison and Milwaukee, Wis., during the third week of March. Al Main tagged along for the weekend.

A group of friends of Frank Henderson gave a little surprise party during the second half of February to help celebrate their removal to their new home as well as congratulate Mrs. Henderson on her birthday. About a dozen couples were present.

Perry Collard spent a few days in Marion Junction with "Doc" Tiezen while "Doc" tried to wring the rheumatism out of his bones.

Our Horse Radish Merchant, Frank Henderson, is doing a rushing business with the "Weeping Root." Frank is not getting rich off the deal, for he is not exercising the middleman's right to whoop the price to his customer. He nearly got in dutch trying to straighten out a couple of conductors who got mixed up with the horse radish—not in it—just a case of the wrong fellow getting it and then trying to ex-

## 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

plain it to the other fellow. We understand that Frank came out on top, though!

Dennis Flynn, Sr., passed away at his home, South Sioux City, Nebr., Saturday, February 20, 1932. Many of the old timers on the I. & D. Division will remember Mr. Flynn where he was employed for over twenty years. He resided at Emmetsburg. At the time of his death he was a pensioned Roadmaster on the Omaha Railroad Company.

### La Crosse—River Division

*Eileen*

TO the Ticket Agent at Watertown: What becomes of your matches?

Another of our old timers has passed into the Great Beyond. O. G. Reuss passed away at his home in Winona on February 27. He had been in the employ of the Milwaukee Road for 43 years, the last fifteen of which were spent as Chief Clerk to the Agent at Winona. He is survived by three brothers and a sister. Burial in Woodlawn Cemetery.

We have just been told of the arrival of a fine baby boy, Warren, at the home of Mr. and Mrs. S. M. Fiddler at Oconomowoc on January 14.

Each and every department was well represented at the Safety First meetings held at Watertown on March 10 and Hastings, March 11.

Mr. H. G. Schroeder, Agent at Oconomowoc, has been very ill with tonsilitis.

On Saturday, March 5, Miss Lucille Edmonds became the bride of Mr. Walt Clauson at the home of her parents, Mr. and Mrs. Wells R. Edmonds, Menomonie Falls. They will make their home in Portage, where Mr. Clauson is Manager of the Gamble Store. Mr. Edmonds is a brakeman on the La Crosse Division.

A. Anderson and Art Reifentuhl, both of the Engineering Department, have just returned to work after having been confined to their homes with the "flu."

And did Otto Behl need watching the other night at "Otto's Inn?"

Mr. F. H. Fraser, Operator, dropped dead of heart trouble at 11:00 A. M. on March 7. For the past eight years he was employed as Operator at River Jct. He is survived by two brothers and two sisters and many friends.

The Portage paper of February 18, 1907, carried the following item:

"The La Crosse Leader-Press hears a rumor that there is a movement on foot to combine the La Crosse and River Divisions of the Milwaukee Road and make La Crosse the terminal of the east and north ends."

On February 1, 1931, this plan was consummated, and the offices of the two Divisions were consolidated with headquarters at La Crosse.

It was with great sadness that the word was passed around conveying news of the death of Mrs. Elmer Blank, young wife and mother, at St. Savior's Hospital, Portage, on Sunday, March 7. She is survived by her husband, a La Crosse Division Fireman, a son and two daughters, her aged mother, five brothers and one sister. Interment in Silver Lake Cemetery.

Mr. and Mrs. F. J. Bolting celebrated their Golden Wedding Anniversary with a dinner party at the Belfort Hotel in Miami, Fla. The dining room was decorated with garden flowers. It was on March 3, 1882, that Mr. and Mrs. Bolting were united in marriage, and in that same year he took up his career of railroading, associating himself with the Milwaukee Road at Portage. Since that time he has been Agent or acting Agent, serving at Appleton, Columbus and Portage, Wis., where he is now located. It is indeed unusual that one should celebrate fifty years of service at the same time that the Golden Wedding Anniversary is observed. The many friends of Mr. and Mrs. Bolting are wishing them many more years of happiness together.

### Station WLE

*Harriet*

TIME is divided into past, present and future—with the future steadily shifting over to the past like the hands of a clock, and when it passes

the ever present, is the time to think, act and work—making every minute of the present count to insure the pleasant vision of a successful past.

It was said, March came in like a lion, but if it did, we didn't notice it. We had a bolt from the clear blue, our moving back to the Union Station. Although we had to say goodbye to our many friends made in the past three years (and with apologies to Fullerton Avenue) the loop always has and always will have that *certain fascination* for most of us.

The scoutiest girl of the month is Miriam. Just think, to be kidded to a point of vexation about the bruise on her head when actually the accident occurred doing a good deed—that of trying to save a hole being burnt by a cigarette in a rug at a friend's home. Our hats off to Scout Girl Miriam!

The adventures of Al and Don in a kitchenette in the big city in order to *grow up* to be men. Al does the cooking and Don helps—placing the bottle of milk on the table and opening up the cans. Don's *growing* all right—tsk tsk—wider.

When a girl, during leap year, proposes to her sweetie and is turned down, he is penalized the expense of a box of candy. This custom, we understand, applies in the state of *Illinois*, while in *Missouri* when the little damsel is refused, the gentleman is supposed to buy a dress for the one he refused to accept as his wife. Here's a good chance, Miriam, to complete your wardrobe!

Ray says electric appliances are used everywhere to the extreme, but the electric chair isn't doing much work.

### Idaho Division

*Gertrude Alden*

IT WAS with deep regret and hearts full of sympathy that the Idaho Division received the sad news of the death of Mrs. Lily Janosky, who died in the Sacred Heart Hospital on February 29th. Mrs. Janosky had lived in Spokane for fifteen years. In 1918 she worked in the Superintendent's office at Spokane and with many who are still in the office. She left a host of friends to mourn her, because to know her was to love her. She leaves her husband, Albert G., and a daughter, Gwenyth, also her father, mother, brother and two sisters.

Mrs. Janosky was president of the Milwaukee Women's club during the year 1930 and it was during this time particularly that she endeared herself to her many acquaintances by her sympathetic helpfulness.

Mr. E. A. Peterson, until recently Perishable Freight Inspector at Othello, passed away in a Spokane hospital on Sunday morning, March 6th, after much suffering which he endured with fortitude. While the end was not unexpected, yet his death came as a distinct shock to many of his friends who were not aware of his serious illness. Everything possible was done for him, but it seems that the time had come for him to answer the last call. The many friends of the family on the division extend deepest sympathy.

Train Baggage man W. T. Farnsworth, one of our older men in train service, is seriously ill in a Spokane hospital. He was operated for mastoid on March 10th and while his friends all hope for the best, his condition is quite serious. His daughter, Mrs. Rily W. Beal, gave blood for a transfusion the day prior to the operation.

Roundhouse Foreman E. F. Waterstrat of Othello has returned to his home from the hospital in Ellensburg, where he was confined for some weeks on account of illness. Upon his return home, Mrs. Waterstrat was ordered to the hospital, also account of illness. Their friends will be much interested to know of their complete recovery.

Bridge Foremen Warn and Klug, with their camp outfits, and Ditcher Engineer O'Bryan have been on the Coast Division repairing washouts in the Cascades and have just returned to this division.

Trains 7 and 8 between Spokane and Butte have been discontinued temporarily account of the heavy snow in the Bitter Roots.

Mrs. Wm. O'Bryan, wife of our Veteran

## After the NIGHT RUN



have a cup of "the coffee that lets you sleep" before you turn in

YOU know how good a cup of steaming coffee tastes after the day's work is over. But if you're one of those unfortunate people who like coffee, yet can't sleep when you drink it at night, maybe you've been depriving yourself of coffee.

There's no reason for you to give it up. Just remember to drink Kellogg's Kaffee Hag Coffee and you won't have to worry about losing sleep or becoming nervous.

*Kaffee Hag Coffee has 97% of the drug caffeine and the indigestible wax removed.* You never miss them because they're tasteless. Kaffee Hag Coffee has all the fine flavor you love—it's bracing, cheering—and it helps you get to sleep.

Always fresh in the vacuum-can. Money refunded if it's not entirely satisfactory. Sold at all grocers at a reduced price. Roasted by Kellogg in Battle Creek.

# Kellogg's

## KAFFEE HAG COFFEE

Real coffee—that lets you sleep

Ditcher Engineer, has returned from a long sojourn in the country that proudly calls Will Rogers a native son. Mrs. O'Bryan was disappointed that the cow boy humorist was gallivanting in the Orient sneoping into the troubles of the Japanese and Chinese.

Alfred A. Andrews, switchman of St. Maries, left recently on a visit to relatives in Minneapolis and in Marshfield, Wis.

Finis, the young son of Pend Oreille Conductor Ed. Bell, whose home is at Spirit Lake, left early in the year for Los Angeles, where he entered college.

Mrs. C. A. Clark of Spokane visited friend husband at Malden recently. We understand this broke up the Bachelors' club at that point.

Mrs. X. E. Harrington visited recently in Malden. Understand she had no difficulty in finding her way around her old home town.

Mrs. F. S. Holmes, wife of Passenger Brake-man Holmes, departed Spokane recently for various points in the east and southeast. Her daughter Jane has gone to Lafayette, Ind., where it is understood she will enter school.

## Chicago Terminals

Guy S. Sampson

WELL, well, after enjoying regular California weather all winter up to the windy month of March, what do you think, the first day of March brought forth some real snappy weather and up to the 15th it is still here. March came in with cold, snow and wind and the thermometer dropped to around the zero point and refused to be shaken from that point so far this month. Well, we live in hopes that as it came in like a lion, it will finish as meek as a lamb. But through it all we have had little or no snow so far this winter. Business, although the same here as elsewhere, has not been rushing but what we did have was handled on excellent "on time" departures. In localities where the storms hit west of us we read in the daily press that bus lines were hard hit and as usual all shippers were glad to call on the "old reliable" (our railroads) to get their products to market. If it takes a blizzard to wake the shippers up we are wondering what it would take to make them remember what a blessing the railroads were to them, in a time when the tax payers' paved roads were impassable.

As our items are being mailed we are informed that Switchman Wm. Sartwell has been called to Edgerton, Minn., where his mother died March 11th. The sympathy of all employes is extended to the bereaved ones.

A little bit of interesting news—a brand new daughter was born to Switchman David Rands and wife this month. Those cigars were fine that daddy passed around and all friends of the family are rejoicing over the fact that mother and baby are just doing fine. They returned home from the West Lake hospital March 14th.

Relief Yard Master Joe Conrad and daughter were called to Wausau, Wis., this month by the death of Joe's mother, who had passed her 79th birthday last October. Mrs. Joe was ill at the time and unable to attend the funeral. The sympathy of all employes is extended to Joe and his family.

The boys are telling the following joke on Norton. It was Kit Inspection in camp and the soldier boys had their things laid out on their beds. The orderly walked or rather strutted into the room and approached Private Norton and the following dialogue followed:

"Three shirts, Norton?"

"Yes, sir, one on, one in the wash and one in the box."

"Two pair of boots?"

"Yes, sir, one pair on, one pair in the box."

"Two pair of socks?"

"Yes, sir, one pair on and one pair in the box."

"Good; now where is the box?"

"I—I—I dunno, sir—I've lost it."

Switchman Darling was absent during the fore part of March.

And after a winter spent in Florida, Terminal Locomotive Engineer Chas. Mack returned to work on one of the coldest days we have had this winter. Oh, what a change!

Engineer Walter Jackson also came out of hiding when he heard that a neighbor had seen two robins in his back yard. And as ever Walter is still mourning the passing of the Mallett type engine—he did love them so—and the rate they paid.

Illinois Division Conductor Lewis Steffin and wife and Engineer George Arney have just returned from an extensive auto trip through Texas. Sure, they enjoyed it.

H. Hewing, car foreman at Bensenville, desires to thank Yard Clerk "Whitey" Sorenson for tipping him off about a badly broken rail on track 5 in the train yard, which had been discovered by Car Inspector Steve Tismai. As soon as the rail was found repairs were made in time to avoid an accident and a possible injury. This occurred at 7:30 a. m., March 4th, and the quick action of both Mr. Tismai and Mr. Sorenson indicates good basic Safety First training. Not only acting but thinking Safety.

Car Foreman H. Hewing also requests that mention be made in this column expressing his appreciation (in public as he had already done in private) to all car department employes at Bensenville, 71, for their wonderful cooperation in the prevention of injuries. They are now going on their fourth straight year without a reportable or lost time injury. This performance belongs to every single individual of the force and each and every one gets equal credit rating, for if one person had slipped and forgot to be careful, forgot his supervisor's strict instructions that safety comes first before anything else, an injury might have occurred and the four-year performance would never have materialized. "Hank" also wants to thank all other departments functioning in the west yard for their nice cooperation during the year because only with good honest cooperation all around and with every one you come in contact, especially in the fast train yard operations, can good performances such as this be maintained.

## A Few Western Avenue Notes

Certain people at Western Avenue would like to know who the "Walter Winchel" is at Western Avenue.

Bill Saunders, switchman on the Stock Yards run, says he likes milk from contented cows and nothing else. Bill is keeping on the far side of Stock Yards and wearing a new suit of overalls after a little episode at Western Avenue.

Switchman Jim Embler, the cigar fiend, says he does not like this snowy weather because it makes it harder to get cigars; they freeze to the ground.

Dick Eckert is not helping the restaurants' depression as Dick is on a diet and has reduced his waist line about six inches.

A certain bachelor switchman at Western Avenue has had a half dozen leap year proposals so far this year.

Joe Burk doesn't seem to worry about the China-Japan war. A Chinese friend took him and family through Chinatown the other night and Joe says it was a wonderful trip. Also learned how to use chop sticks.

Notice the windows on the south side of Western Avenue office have been cleaned. Wonder why?

There is a poor box placed in Western Avenue depot for your old discarded clothes. Let's help fill it.

J. H. Biglow, agent Western Avenue Depot, does not seem to feel the hard times. J. H. sports a new suit each week.

Mike: "Say, Bill, do you always practice safety first?"

Bill: "Sure, last night I had a blond and a red head and I saved the red head for Saturday night."

## East H. & D. Division

"Pat"

THE boys that went south for the winter are starting to come back. Engineer Heckert has returned from a trip to Hot Springs, where he spent most of the winter, and on the return trip he went down into Mexico. Engineer Steve Grophy has also returned from a trip to the south. Presume "Silk Hat" Harry Renbarger will be returning as soon as it gets real warm.



L. F. Mainzer

Dispatcher Starks and Roadmaster Natzel have been telling a lot about the fish they catch in Linka Lake but so far as we know there is more story than fish. However, Conductor L. F. Mainzer has brought us a picture of a 31 1/2-pound pike which he caught through the ice at the lake where his cottage is. This pike was forty-four inches long. In the catch there were nineteen others weighing from

three to twenty pounds.

Since the last notes were written, Conductor B. F. Raymond and Engineer James O'Reilly have passed away and Engineers Ostrander and O'Connor lost their lives in the accident at Wahpeton.

We all extend our sympathy to Agent D. Fisher whose wife was sick in the hospital and also in the sudden death of his son-in-law.

During the warm weather, the golfers were getting their clubs all fixed up but the weather in the first part of March wasn't very good for golf. In fact that weather was so cold that the old timers don't even say "Way back when—"

We all were shocked to learn of the death of Conductor J. B. Rostratter, who lost his life at Cologne on March 12th.

Conductor J. J. Lally has been assigned to Trains 405 and 406 on the Fargo Line in the place of O. C. Norman, who is now working on the main line.

Conductor "Scotty" Brown is sojourning in "Old Mexico."

The new night roundhouse forman is J. C. Sheron from Minneapolis. Bob Schwanke has been transferred back to Aberdeen.

Engineer Jake Mace has been confined to his home for some time with stomach trouble.

Miss Dorothy Welsh, daughter of Conductor and Mrs. P. F. Welsh, and Delancy Vera Kelly, son of Brakeman and Mrs. W. F. Kelley, were married on February 9th at Montevideo. They will make their home at Princeton, Minn., where Mr. Kelley is employed.

## Iowa (East) Division and Calmar Line

John T. Raymond

PASSENGER Conductor F. B. Cornelius went to North Dakota February 15th for a visit with his son Frank and family.

Conductor Elmer Shook was off duty from February 16th to March 11th, account of sickness. Conductor M. D. Coon ran Nos. 90 and 97 between Davenport and Oxford Junction during Mr. Shook's absence.

Train Baggage-man J. M. Murphy, who has been off duty for several weeks account sickness, resumed his run on Nos. 4 and 3 between Chicago and Marion, March 1st.

Passenger Conductor J. F. Higgins was off the first week in March account sickness, Conductor Ben Bulkley relieving on Nos. 7 and 8 between Marion and Omaha.

Conductor W. P. Kelly was off for several days the fore part of March account sickness, Con-

ductor D. G. Hickey relieving on the Calmar way freight.

Keith, the ten-year-old son of Passenger Brake-man John W. Johnson, passed away very suddenly at the home of his parents the latter part of February. The family has the sympathy of a host of friends on the division in their bereavement.

Conductor Phil Shoup was off duty for several days the first of March account sickness. Conductor R. B. Eckhart relieving on the night transfer.

Conductor John G. Standish is off duty due to a lame knee, L. A. Franke relieving on the day transfer.

Conductor Thos. L. Kelly is off duty on account of sickness, Conductor George C. Brown relieving on the Dubuque-Nahant run.

Ben Bulkley has been doing extra passenger work out of Marion the past three weeks, Wm. Correll relieving on the main line way freight.

Lester Cleveland, George Struck and Miss Nora Locke of the Marion clerical force went to Chicago the first part of March to engage in similar work at Fullerton Ave., for the future.

Clifford Taylor of Marion clerical force left March 9th for future work at Perry. It is generally regretted in Marion to have these pleasant friends leave and it is hoped that they will get along satisfactorily at their new posts of duty.

Cold and blowing hard when these items are sent in the 14th of March; mostly cold, windy, zero weather in March. Quite a change and remarkable, when one is not accustomed to it.

Agent H. E. Ramsey of Oxford Junction was ill and absent from duty for several days in March, Extra Agent F. W. Behrens relieving.

A welding gang force under Foreman Garner did some work for several days in March at Atkins Yard, Marion and Cedar Rapids. And another welding outfit under Foreman Hilliker with a large force worked for several days between Savanna and Sabula and between Spragueville and Delmar.

Martin F. Kelly of De Witt passed away at De Witt Friday, March 11th. He was 73 years of age, funeral was held at De Witt, Monday, March 14th. Mr. Kelly worked for this company 32 years as operator and agent, leaving the service to engage in other business. Later he reentered the service of the company June 18th, 1924, and did work as extra agent. He was a fine representative for the company wherever he served and had many friends on the Milwaukee system who greatly regret to hear of his passing. The Magazine expresses sincere sympathy to the surviving members of the family in their loss.

Agent L. A. Losey of Teeds Grove has been off duty for two weeks account of illness, T. J. Allen relieving.

Agent J. A. Kelly of Donahue was off duty for several days attending the funeral of his brother at De Witt. C. E. Bell relieved him.

John R. Brown, age 51, of Marion, died Saturday, February 27th, after several weeks' illness. The funeral was held at Marion Tuesday afternoon from the Methodist Episcopal Church, of which he was a member. Rev. John M. Walters officiated, assisted by Masonic Lodge No. 6. Burial at Marion Cemetery.

Mr. Brown was born in Nebraska, coming to Marion with his parents when eight years old, receiving his education in the Marion schools. He was employed on the Milwaukee railroad as a switchman for twenty-eight years at Marion and Atkins and was well liked by the officials and employes of this division, by whom he will be greatly missed.

Mr. Brown was a member of F. T. Fox Lodge No. 319, B. of R. T., the Milwaukee Veteran Employees Association, Marion Lodge No. 6, A. F. & A. M., Marion Chapter No. 10, R. A. M., Patmos Commandery No. 27, and El Kahir Shrine of Cedar Rapids. Besides his widow he is survived by two brothers and two sisters. The Magazine extends deepest sympathy to the bereaved ones in the great loss they have sustained.

Conductor C. R. Cornelieus of this division attended the funeral of Mr. Dow at Omaha.

General Yardmaster and Mrs. G. W. Dahl of Savanna visited their mother, Mrs. W. H. Dahl, and also a sister, Mrs. A. J. Elder, at Marion Saturday, March 5th, remaining for the dinner and card party given by the Milwaukee Women's Club at Memorial Hall that evening.

Locomotive Engineer L. F. Getts, about fifty years a Milwaukee engineer, passed away at Cedar Rapids February 17. Funeral at Cedar Rapids. The remains were taken to Savanna for interment there. He had been on the retired list at Cedar Rapids for about 5 years and was on the Kansas City Division roster. The Magazine extends sympathy to the bereaved family.

Engineer G. W. McElwain returned to Marion March 10th from a trip to California.

Engineer and Mrs. L. C. Low arrived in Marion March 13th from a visit to California.

## Wisconsin Valley Division

*Lillian*

YESTERDAY is already a dream.

Tomorrow is only a vision.

Today well lived makes every yesterday a dream of happiness, every tomorrow a vision of hope. Look well, therefore, to this day.

—From the Sans Krit.

Mr. and Mrs. Fred A. Wright and daughter, Mrs. Benjamin Osternick, and little granddaughter, Patricia Anne, of Tomah, Wis., left February 1 for an extended trip in the south. They went to New Orleans, La., where they attended the Mardi Gras for a week, then to Memphis, Tenn., and Hot Springs, Ark., for several weeks. Fred is an annual visitor at Hot Springs, Ark., where he takes baths every year. Mrs. J. W. Held slipped on an icy walk while out of doors and sprained her ankle. The injured member is doing fairly well at this writing.

Mrs. Reginald Allord entered St. Mary's Hospital for treatments and is getting along as well as can be expected.

W. H. Vosburg, La Crosse Division Engineer, was in Wausau checking up on needed maintenance work on the Valley which will be taken care of early in the Spring.

M. C. Harris is at the present time Station Agent at Woodruff.

## The Morden Adjustable Rail Brace

*Standard on the*

Chicago, Milwaukee, St. Paul & Pacific R. R.



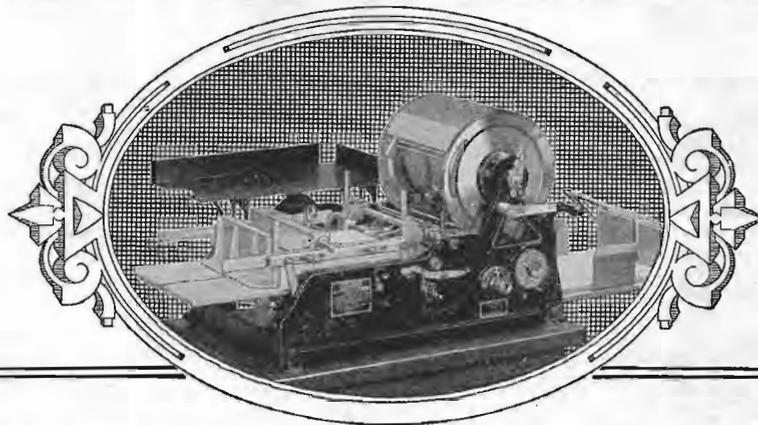
**Morden Frog & Crossing Works**  
CHICAGO

## PETTIBONE MULLIKEN COMPANY

4710 W. Division Street  
CHICAGO, ILL.

The name of Pettibone Mulliken in connection with the following products is a guarantee of the increased safety and lower cost resulting from their application.

**Frogs, Switches, Guard  
Rails, Crossings  
Open Hearth and Manganese  
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We noticed recently that the Train Dispatchers have to use a double header, or a second section of No. 64, in order to move the business. This goes to show that prosperity is on the way, and we hope it will be necessary to keep up the good work.

We have been fortunate this winter inasmuch as we have not had to use the snow plow more than once. We still have March 17 ahead of us and we are wondering if we can get by St. Patrick's Day without a blizzard.

Mrs. J. A. Steele of Knowlton expects to spend a few weeks with her sister at Malta, Mont., so John is keeping house by himself.

Mr. John Singer stopped in the office for a short visit recently on his way to Eau Claire.

Mr. and Mrs. Gaylord Carpenter have returned from a two weeks' visit at Florida and report a very delightful time. "Carp" is all taken up with Florida and says he is looking forward to an extended trip sometime in the future. They also visited at New Orleans enroute, taking in the Mardi Gras.

## Seattle General Office

Claire E. Shappee

EVERYONE in the Traffic Department received a lovely (?) Valentine on the 14th. The only clue we have as to the sender, is the fact that he seemed to know the faults and failings of every one of us. In fact, one of the boys took it to heart so seriously that he is now seriously considering completely abstaining from tobacco in all shape and form. When our cub reporter visited the Transportation Department for news, she found that the handsome chief clerk in that establishment was the recipient of various and sundry cute valentines, but eligible bachelors always are popular, so not much was said about that. But when Sophie Frank in the Legal Department got hers, she immediately rushed out and bought a new hat. What the valentine said is a deep, dark secret but it was just another case of a bright saying striking home.

Mrs. F. J. Calkins of Vancouver, B. C., spent a few days with her friends in Seattle.

Mr. and Mrs. W. A. McLeod spent Washington's birthday in Vancouver, B. C. We might think there was some other reason for the trip if it was not that Mac's folks live there.

A good many of us enjoyed the dinner and card party given Thursday, February 25th, by the Milwaukee Women's Club, at their club rooms in the Union Depot.

## SOCIETY NOTE

Helen Jones, our popular Chinese shorthand artist, we hear is about to take up either wrestling or boxing in a big way. Helen being a female benedict, has no doubt participated in many amateur bouts heretofore, but attracted by the enormous purses has no doubt decided to abandon the amateur ranks as the necessary arrangements for regular gymnasium workouts have now been made. The entire traffic department is expectantly awaiting to be favored with free passes to the first public bout staged by Druzman or Mustie in which event the Arena will resound with shouts of "Kill him Helen" or "Bite his ear off, Helen," dependent upon which sport our Helen finally decides upon. Look to your laurels, Mr. Dempsey and Strangler Lewis.

Mr. M. Murtha is back to work again in the Transportation Office. We all missed him very much and are glad to see him on the job again. The various members of the fair sex who visited him at Providence Hospital attribute his complete recovery to the red roses as well as all the attention he received while convalescing.

John O'Meara recently purchased a new radio. One of his friends inquired as to how he liked it. "Well," he said, "it's not so bad, except the bulbs are rather dim to read by!"

Loses Valuable Antique! After fifteen years of proud possession, a Chief Clerk announced he had lost his favorite stamp pad. As a result the January vouchers were almost delayed in being paid. After much persuasion, he was coaxed and

cajoled into accepting a replacement and we now find the new pad functions as well as the old and another crisis has been averted.

On February 25th, the traffic department was busy congratulating Glen Williamson on the arrival of a new boy at his house.

Dick Lanphear has been busy of late on the salmon. Thata boy, Dick.

General Order No. 16, Department of Washington, appoints our Assistant General Freight Agent, Mr. Roy Jackson, on the State Encampment Transportation Committee, Veterans of Foreign Wars of the United States. Understand Roy is getting up a special train to Spokane, Boost V. F. W. They sure boost the C. M. St. P. & P.

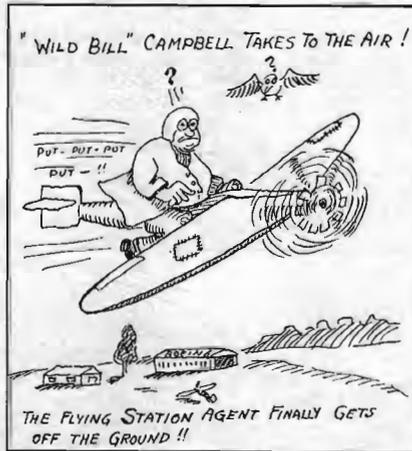
Mrs. M. O. Barnhart, wife of City Freight Agent, is in San Francisco, being called south by illness of Mr. Barnhart's mother.

Mr. Wm. Murray is back on the job after a week's illness with the flu (Hello Bill).

John Agner says the snow has been too deep to get anywhere near his log cabin across the Sound.

Ward Bell says that golfing the past few Sundays has been just like Mahatma Gandhi without a shirt—tough going.

John Andrews, Chief Clerk of the Claim Department, gave a very interesting talk on Freight Claims and Freight Claim Problems, last Wednesday night. This is one of a course of lectures on Railroad Transportation being given by the College of Business Administration of the University of Washington every Wednesday evening at 7:30 p. m., in the Merchants Exchange Building, under the direction of Professor J. E. Gould of the University of Washington. Subsequent lectures will be given by different railroad men who are especially qualified to talk on the respective subjects. The Milwaukee Road is well represented at these meetings.



Well, folks, you've heard of flying ants, flying fish, and flying Dutchmen, but W. H. Campbell of Seattle gets the honors as the first Flying Station Agent ever discovered in these parts. Agent Campbell being up in the air most of the time anyhow decided he might as well make a good job of it by learning to fly, a feat which he has finally accomplished through the use of high pressure gas tanks carried in his hip pockets to decrease the tonnage. Agent "Wild Bill" Campbell says: "I'm getting to be a bird, if I don't get my wings clipped I intend to fly across some ocean one of these days if I can find one that hasn't been crossed already." Friends pointed out, however, that it would have to be a small one, as the gasoline carrying capacity will be small on account of the excess baggage of the Pilot. When Bill gets into an ordinary cockpit there is no room left for anything else.

## Milwaukee Terminals Items

On February 20th, there was a gathering of Terminal Employees at the Casino Club, North Milwaukee, the occasion being a reception and

banquet to Yardmaster Curtis A. Engelhardt whose office as Yardmaster has been abolished. About twenty employes and their wives or sweethearts attended. Yardman John C. Dineen opened the meeting and after prayer by Yardman Wm. Heims, appointed Yardman Walter Stubbe, toastmaster. A quartette consisting of Yardman Max Wenkman, Carman George Schwei, Fireman Joseph Collins and Fireman Charles Graf sang "THE GANGS ALL HERE." After the supper a silver cigar lighter was presented to Mr. Engelhardt by Yardman M. G. Deinlein with a few well chosen words. Toastmaster Stubbe then told a story of days long gone by, which was received with applause and ran as follows: "I stood on the bridge at midnight as drunk as a son-of-a-gun, two moons rose over the city, where there ought to have been but one. I could see their bright reflections, in the water under me, and I experienced a feeling of wonder and curiosity. If only one had been there, I would not have been in doubt, but what two moons were doing, I could not well make out. The tide was slowly ebbing, I heard the waters roll, as I stood in the wavering shadows to hide from the night patrol. How often, oh! how often in the days of old lang syne. I have tried to cross at midnight, and got left every time. But tonight I was hot and restless, and my mind was full of care, and the walk that lay before me was more than I could bear. I had no latch key with me and locked would be the door, and I would have to sit in the doorway, as I oft had done before. I'd have to sit in the doorway in agony and fear, till a voice said from the window, 'Did the lodge hold late my dear?' So tonight I stood there dreaming, and watching the restless tide, till a cop came with a wagon and invited me to ride." After roars of laughter and several dances all returned to their homes after one very happy evening.

The Milwaukee family extend their sympathy to Shop Foreman Timothy J. Reidy, whose wife died February 22nd.

Yardmen Jas. Callahan, John O'Rourke and Michael Brady are all on the sick list.

Conductor and Mrs. J. L. Taylor and family were in Milwaukee February 26th, attending funeral of Mr. Hanke, an old friend.

Dispatcher John Johnson returned to work February 23rd, after a very enjoyable trip through the Mediterranean.

The following Milwaukee employes were reported at the Wisconsin picnic at Sycamore Park, Los Angeles, California, February 13th: Engineers Michael Lyons, John Rhine, Wm. Dee, Joseph E. Roberts, James J. Brady and James McManus. Agent John Holt represented the agents.

The Milwaukee family extend their sympathy to General Yardmaster John J. Schuh in the loss by death of his mother, March 9th.

Dispatcher P. L. Callahan is very patriotic. On February 20th he began to smoke Red, White & Blue tobacco, mostly red, in honor of George Washington's birthday, February 22nd.

Engineer Charles E. Grout has been sick since the middle of December, and we are glad to learn that he is slowly recovering and expects to return to the service in the near future. He was promoted to be an Engineer December 16th, 1884, and has never lost a trip on account of sickness or injury until last December.

Mr. Elmer X. Hastings died February 22nd, age 79 years. In 1894 he was Superintendent, Milwaukee Terminals, and later Superintendent Superior Division. He retired several years ago. Funeral was held at St. John's Episcopal Church, Milwaukee, with interment at Evansville, Wisconsin.

Dispatcher Alfred Kennedy returned from West Palm Beach, Florida, March 3rd, where he reports that the weather has been warm all winter. He reported for work March 4th, and the next day it snowed and he has been at home since trying to get warm.

Engineer Henry Sharp is an artist as a cabinet maker. He made a radio bench by hand, as a

present to one of our engineers, and it is one of the finest pieces of furniture in Milwaukee.

In the passing of Chief Examiner B. H. McNancy, February 17th, the Milwaukee family loses another old friend. He was a Civil War Veteran and has been in the service since the war as conductor, R. & S-W. division, Station Master, Superintendent Milwaukee Terminals and Train Master Northern division. He was a real man.

Did some of you old-timers on the Prairie du Chien Division forget about Conductor Bill Spencer and Engineer Bill Ellis with Engine No. 445 meeting Conductor Geo. Dann and Engineer Jas. Connell with Engine No. 446 at Palmyra and having to *saw* by? Or of Jas. Dean, conductor, with Ed. Hobbs, engineer, Engine No. 517 on First No. 2 meeting No. 3 at Forrest House; Wm. Durbin, conductor, and Hank Gage, engineer, Engine No. 52, and how Agent Taylor at Waukesha got out of bed to see what No. 2 was waiting for and found that it was Second No. 2, Chas. Howard, conductor, and S. Pratt with Engine No. 111, waiting for No. 3? or when J. Melvin, engineer, and D. McKillips had the No. 41 switching at Madison; or about A. D. Evans, conductor, Ed. Douseman, engineer, doubling Eagle Hill every time with the 488? Remember when John Keyes and Engineer Wilson had the 169 switching at Whitewater? Remember when Conductor Ed. Wright was an engineer on P. D. C. with Engine No. 36? Remember the two Soo Line engines leased by the C. M. & St. P. in the early 80's in freight service on P. D. C.?

Locomotive Shop Foreman John Lehan died March 10th, after a short illness. He had been in the service about twenty years and was a faithful employe. Funeral and interment was at Amboy, Illinois, Monday, March 14th.

Yardman Max Wenkman has started a school at which he is teaching the Indian sign language.

Secretary Robert Voss of the Milwaukee Shops Golf Club, reports seven new members at the meeting March 1st.

Machinist Esau Mitchell has taken an extended leave of absence and is going for a trip abroad.

### Activities of Milwaukee Road Post No. 18

ON THE occasion of the bi-centennial birthday of George Washington, Milwaukee Road Post No. 18 sponsored a dance and card party. About 300 were present and everyone reported having had a most enjoyable time. Music was furnished by the Women's Band, affiliated with Milwaukee Road Post No. 18. Refreshments were served. 124 persons participated in card games and 22 prizes were awarded to the winners, or approximately a prize to every sixth player.

Milwaukee Road Post No. 18 took an active part in the National Man-a-Block employment campaign in the city of Milwaukee, and its members solicited work pledges covering a territory of 80 to 100 city blocks. A number of pledges were received and men were allotted to these places by the clearing department. The men put to work will keep in contact with persons providing employment and their immediate neighbors, and thereby continue to find more work for themselves and other unemployed persons.

An important step taken by the Post was the appointment of a committee to call upon President Scandrett to ascertain to what extent the railroad company could assist in the employment of men laid off. The delegation received a cordial reception and a promise on the part of the railroad company to co-operate to the fullest extent possible.

A large number of ex-service men, employes of the Milwaukee Road, who are eligible to membership in Milwaukee Road Post No. 18, and they should not hesitate to take advantage of this opportunity to affiliate themselves with a Post consisting of their co-workers. There are a very few Legion posts composed entirely of railroad employes and it is our distinction to be

one of them. With the aid of all employes who were ex-service men we could accomplish much of benefit to ourselves and the company by which we are employed.

Milwaukee Road Post No. 18 offers all the facilities at the command of the American Legion, and the advantages of increasing the association of employes of the Milwaukee Railroad which creates a better understanding of the other person's work and better co-operation. There are numerous other advantages that occur from time to time which are of benefit to all concerned and the opportunities should not be passed by. Ex-service men are always welcome at the meetings, which occur on the 2nd and 4th Mondays of every month at 8 p. m. in the club room on the 2nd floor of the Union Depot at Milwaukee. For additional information write or call the officers listed below.

Earl L. Solverson, Adjutant,  
924 So. 20th St., Milwaukee, Wis., or  
Care General Storekeeper, Milwaukee Shops.  
Mitchell 0459 or Marquette 6120, local 467.

### West H. & D. Division

Bill Foster, passenger conductor, returned to work on the south line, after spending the past three months at his home in Sumner, Wash.

Bill Kramer of the Superintendent's office recently spent a couple of days at Des Moines, Iowa.

Mr. R. P. Kauppie, division accountant at Aberdeen for the past several years, has been promoted to assistant district accountant at Chicago. Mr. Kauppie left Aberdeen March 1 and Mrs. Kauppie will leave the last part of the month, after which time they will make their home in Chicago.

Mr. Jack Geiser of White Rock is the owner of a new Dodge car.

Andrew Nypen, 69 years of age and a Milwaukee section foreman for thirty-nine years, passed away on February 16, at the home of his son, Rev. Leonard Nypen, at Park River, where he and Mrs. Nypen were spending the winter. Mr. Nypen had made his home in Abercrombie for the past twenty-one years, the last three of which he had been pensioned. Funeral services were held in the Emanuel Church at Abercrom-

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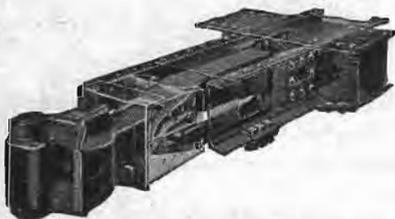
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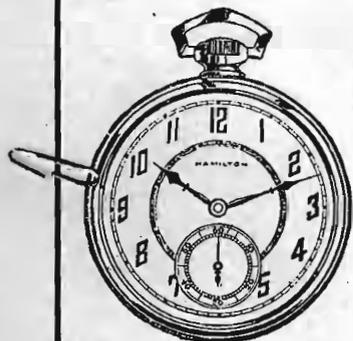
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bie. Our sympathy is extended to the entire family.

Another veteran of the Milwaukee was called to the Great Beyond, with the passing of Peter Schwam, who for the past several years was flagman on our main street crossing. Mr. Schwam saw the great Milwaukee stretch its rails westward from Aberdeen through the mountains to the Pacific Coast and watched the city of Aberdeen with its wooden sidewalks that floated away when it rained and its muddy streets, grow into an important commercial city of the northwest. Mr. Schwam was 76 years old at time of his death. He is survived by his wife and ten children. We extend our sincere sympathy to the family.

Mrs. John Applequist, wife of a section employe at Wheaton, is visiting with Mrs. Frank Scheff at Abercrombie. Mr. Scheff is relief section foreman at Wheaton.

Mr. O. L. Lodge recently appointed division accountant, vice R. P. Kauppie, is recovering from an operation for appendicitis at a local hospital.

Miss Dorothy Daniels, formerly with the local traffic department, left Aberdeen the first part of March for Portland, Ore., where she will make her future home.

Information comes to us that Oscar Mittit, who has been spending the past several months in Arizona, account poor health, is recovering very satisfactorily, and will be back some time soon.

Bob Young, blacksmith at Aberdeen round-house and present street commissioner, will be opposed in the coming election by Mr. Wm. Wilkinson, boilermaker, and J. D. Foran, fireman, for a new term.

Mrs. John Barndt, wife of Conductor Barndt, has been removed to her home from a local hospital, where she has been seriously ill, but is reported getting along nicely at this writing.

Traveling passenger agents' meeting was held in Aberdeen on February 10, with about 35 in attendance. Messrs. Owens, Waller and Feddern were in charge of arrangements.

## Dubuque-Illinois Division—District No. 1

E. S.

Congratulations are extended to Mr. and Mrs. E. H. Brick of the engineering department at Savanna, on the arrival of a daughter, Mary Ann.

A D. & I. traffic-operating meeting was held at Savanna, 7:30 p. m., February 23, with about 40 present. This meeting was a very interesting one and many important items concerning solicitations of business and operation of the railroad were discussed. Mr. L. H. Robbins, of the

colonization department, Chicago, gave an interesting talk on the trucking situation, pointing out some important details that can be used when talking to our farmer friends and which should help in securing the stock business for the railroad.

On the evening of February 23, in the Lydia T. Bryam Club House, Savanna, a farewell dinner was given for the clerks from the various departments who were leaving the division to become a part of the accounting bureau in Chicago. Following the dinner, which was served by members of the Woman's Club, short talks were given by the various officers, Mr. Donald acting as toastmaster. We clerks who had the privilege of attending the dinner, together with the clerks that were the honored guests, thank Mr. Donald and his staff of officers for the very enjoyable dinner and evening we spent together. The following were the honored guests: Division Accountant C. J. Kleeman, R. E. Thoren, W. A. Wires, J. R. Cassell, F. H. Frick, H. D. Jess, W. Getz, T. R. Bahwell, and the Misses McLean, Crowley, Schuster, C. Cush, and Emily Quade.

We certainly will have to watch the Fullerton Avenue notes now to see if any of "our gang" make the line.

W. A. Stafford, one of the bachelors from "up the river," has returned to Dubuque, after filling in on the stenographic desk in the superintendent's office for the past two months.

February 26, the Milwaukee Women's Club sponsored another one of their successful dances in the Odd Fellows' hall at Savanna, about five hundred tickets being sold. Mr. P. L. Mullen, was the chief ticket-seller. This netted the relief fund of Savanna Chapter over \$200, with which to carry on their good work.

Due to so many deaths among our railroad families during the month of February, overlooked mentioning the death of Richard Lynn, occurring in Florida, February 8, burial taking place at Savanna, Ill. Richard was a very likeable chap and had many friends on the division, and the sympathy of the entire division is extended to the Lynn family at this time.

## Motoring on the Milwaukee, Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

AND right after that bright remark about our perfect weather here, it dropped to 30 below, and then some, and a week later we had a nice rainstorm, with lightning and thunder. Yes, really we did. Well, I know it doesn't sound right and it didn't feel right, either, but it was 30 below, and events followed thick and fast, just as I am telling you. We hesitate, however, to write too much this time, because too many people laughed at us the last time.

Dr. and Mrs. Koehler are the proud parents of a son, born in the hospital at Bonzeman, first week in March. Congratulations.

Twin girls were born to Mr. and Mrs. Harry Helton, in Bonzeman, March 7. Mr. Helton is the son of Conductor Helton of this division, and he has a very broad smile on his face nowadays. We offer Mr. and Mrs. Helton our congratulations.

Fireman Wade has taken the Bozeman switch engine for a while, which has been held for some time by Fireman Gosnell, who is now working out of here on the extra board.

We regret to write of the death, February 28, of Reginald Woodburn, of the Rocky Mountain trouble-shooter crew. He was about to connect the lights up for the trolley car, as he had gone over to change his clothes, after the day's work, when in some manner he was electrocuted. As he was alone at the time and was not found for several hours later, it is not known just how this happened. Mr. Woodburn was a very popular young man, well known and liked here, and leaves his father, as well as several brothers and sisters, one brother who is local manager of the Interstate Lunch Room here. The remains were

taken to Great Bend, Kan., his old home. We offer this family our sympathy.

Mr. and Mrs. E. A. Heier made a short trip to Spokane recently.

I am about all ready to start the spring work in my garden now, since Chester Bales made a nice spade for me. As this is, no doubt, a sample, being only one inch long, from the top of the handle to the edge of the spade, I am waiting to see what happens next.

Mr. McKenna has a quart jar full of gold nuggets now, but he won't even let me hold the jar so I can get a good look. Aren't some people odd? I just want to look at them. Besides, it's not one of those wide-mouthed fruit jars, and I can't possibly get my hand inside of it.

Engineer Skeate has been a patient in the Deaconess hospital at Bozeman for a few days. He is home again now. We are glad to say we still think hospitals are nice to stay away from, regardless of that nice letter we received from someone over in Butte, who didn't sign his name to it.

Conductor McDougall has returned from California after a stay of a month or more, and the first thing he was looking for was the key to the coal house. Can you beat it? I suppose he was so accustomed to trying to keep warm in the Golden state, he just got the habit.

We look up and see a passenger engineer leaning across the register and we say, "No. 15 reported on time in the morning," and he don't want to know about No. 15. He wants to know when the next west-bound freight train will arrive. So we start all over again. Engineer Davis is in freight service on the west end out of here, and says you have to handle a freight train just exactly backwards from the way you do a passenger train; but as he is a good engineer, he can do it, no doubt.

Engineer Davies has gone to northern Montana, where he will work for the time being out of Great Falls.

Dan Mathews goes over now and then to Harlowton and works a shift or so, relieving the boys there. Operator Plumb worked there over St. Patrick's day, so Brother Joiner could step out to the dance, too. Mr. Plumb worked a few days the middle of the month at Jefferson Island for Mr. Peacock, who took a short trip out to Tacoma to see Francis and bring Mrs. Peacock home again.

Mrs. D. H. Burrell has returned from Glens Ferry, Idaho, where she visited a couple of weeks with her daughter there.

Signal Maintainer Dick Griffith worked a few weeks in Superior, relieving there Mrs. Griffith, and Dixie went over while he was there. They have all been on the sick list, but about well again at this writing.

Operator Snider was away early in the month for a week. Operator Abbott relieved him. Mrs. Snider was sick at that time, but is much improved in health, and expects to be home again soon.

We regret very much to learn of the passing of Miss Helen Kirwan of Miles City, early this month. One of our best and brightest writers has gone. Miss Kirwan was always cheerful, happy, and her correspondence always full of the things everyone likes to hear about. Many a happy little note I had from her, and the last one Christmas time. We will all miss her, and offer our sincere and deepest sympathy to her sorrowing family in this great loss.

We wish to congratulate Mrs. Rhynesburger, wife of our division engineer, on her verse in the last issue of the Milwaukee Magazine. May we have some more of this.

## Red Hot Coals from the Second Distr. of the Milwaukee Division

By L. J. L.

**K**INDLY accept the humble apologies of your reporter for not getting news in the March issue. It was the result of the 10 per cent cut.

Very sorry to report the death of W. H. Brice.

He passed away at the home of his daughter in St. Paul, Minn., February 22nd. Mr. Brice was the father of our two sturdy "Rails," Harry and Bill. We are sad to hear of your sorry, Harry and Bill, and tender our sympathy in your bereavement.

Engineer Elmer Stewart and wife are the happy parents of a baby boy, Richard David, born February 25th, weight 9½ lbs. He is also the grandson of our famous statesman, Senator Matson. We predict a very bright future for this young boy. Congratulations are in order for the House of Stewart.

Adolph Koester has a new invention called the Lady Thermometer. Upon meeting a new lady, he looks at his thermometer and can tell just how he registers in her affections.

F. J. Artlipp is composing what he thinks is a new song. Something about Cutting Down a Pine Tree. Understand he has broken his saw, and this delays the finish. Matson has suggested that he call Armock up with his Squeeze Box, and perhaps he can get the tree to swaying and it will fall down by itself.

H. J. Armock, a radical wet, has decided to give Beloit a wide berth, until he has gotten sufficient facts and figures compiled to answer the oratorical barrage shot at him on a recent visit, by our radical dry, F. A. Matson.

Engineer Tom Cummisford and wife are sojourning in the balmy state of California. Tom expects to return about the 22nd of March.

O. F. Butler has taken the position of agent at Forreston, Ill.

We happened to be in Janesville recently and saw Clarence Hammill and son riding in a Lincoln. This was after the ten per cent. We always knew that Mr. Hammill would make a strike some day. And we trust we will be invited out for a ride in the near future. Frank says, "If he knew what was coming he would have held off on the purchase of a new Studebaker, as he is not a follower but a leader."

John Park has taken up his position as general agent at Beloit. He comes to Beloit with a record

of achievement and we trust he will kieve our fair city.

Several of the rails are now playing cribbage; might be a good idea to put on a cribbage party.

Conductor Cavey and wife had to make a hurried trip to California account of the death of Mrs. Cavey's sister, and made a part of the trip by airplane. Cavey says the scenery is fine, but the air a trifle cold, and would prefer to ride on the good old Milwaukee trains.

Assistant Superintendent Thurber and Master Mechanic Hughes attended a safety meeting at Milwaukee the last of February.

Agent Booth at Elkhorn is taking a few weeks' leave, to attend to business affairs out of town.

James Shugrue, former operator at Beloit dispatcher's office, is now holding down a trick at Burlington Tower. Jim and family like the town very much and are agreeable to become permanent residents.

Mr. Swanberg has taken the agency at Union Grove; is handing our service to the patrons at a 100 per cent rating.

Donna Moncrief, 7 months old daughter of Mr. and Mrs. Hughie Moncrief, passed away at the home of her parents on February 11th after only a few days' illness. She was buried at Amboy, Ill. The employes of this division are extremely sorry to hear of this death, and extend to Mr. and Mrs. Moncrief their most sincere sympathy.

Mrs. John Yohn and Mrs. Wm. Gabriel are putting forth a lot of effort in garnering in the 1932 contributions for the Women's Club. All men not having their donations in are requested to do so as soon as possible. The Woman's Club has done a lot of good in assisting the needy, and they must have money to carry on their work. Let's help them.

Mrs. Johanna Myhre, mother of Mrs. J. Helms, passed away at her daughter's home on February 25th. Mrs. Helms is the wife of our well known conductor Joe. The many friends on this division extend their sympathy to the sorrowing ones.



## The Use of Airco Products on Your Road

as a part of every day procedure and in cases of emergency, is effecting many economies and speeding up operations in nearly every department. Watch for Orange Airco Oxygen Cylinders, Black Airco Acetylene Cylinders and sturdy well designed Airco-Davis-Bournonville Welding and Cutting Torches.

## AIR REDUCTION SALES CO.

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Mesdames Miller, Novey and Barbee entered the state bowling tournament at Milwaukee during the month of February, although not winning any prizes they put up some very nice scores. After a little more seasoning, I believe they will come through with a ribbon for Beloit. Here's hoping.

Fred Frank, singing engineer, has not signed up with local broadcasting station WCLO and also with the American Legion minstrel show. He is gaining recognition rapidly.

Christ Hoogland is now working at Bruno's U Drive, and if any one wishes to rent a car, ask for Christ and he will see that you are taken care of.

Chas. Mills is now operating the engine on trains 47 and 20.

Roscoe Askey has the position of cashier at Freeport, Ill.

Operator Mitchell at Bardwell has moved on to a large farm which he intends to work during his spare time. Understand he has ordered 100 bushels spuds. Evidently expects to raise a large batch of potatoes. All those in need of spuds leave orders with Mr. Mitchell.

Mike Butler says he has listened so long to the song "Cut Down the Old Pine Tree" that the last time he was home he started to cut down the ash pile, as he had no trees to spare.

We saw Danny Burdick with his working clothes on today, and would have like to take his picture. Let's hear from you now and then, Danny.

Eddie Gannaine, ticket agent at Elkhorn, had an oversupply of posters on the Chicago Stock Show, according to reports around Beloit. How about it, Eddie?

Ticket agent at Delavan has the boys who loaf around the depot clean up and do the janitor's work. Nice way to handle the unemployed, Martin.

J. T. Regan is now the captain on the East End Way fricight, and you will see him early in the morning before leaving Beloit lining up the train. Jack is one of old veterans and has been through many a depression.

In parting let us say exercise Remote Control.

## Kansas City Division

C. M. G.

A NUMBER of our organizations have already reported for service in the district accounting office in Chicago and within a few days our force will be further depleted by the departure of the three remaining who are to join the Chicago force. Mildred Kissinger left on February 29, being the first one to depart from our midst; she was closely followed by Roberta Sidebottom and Geoffrey Stickler. About March 12th Josephine Vandermeulen bade us adieu and on

the 15th Hazel Jones and J. Mooney expect to be on their way to their new working field. It is rather a sad incident, as some of us have been co-workers for many years and we miss the familiar faces, and the association we have had during the years past. We wish them success and good luck; hope they will occasionally make us a visit as we shall always be most glad to welcome any of them.

A treat of a delicious home-made angel cake was given to the office force of the superintendent through the kindness and thoughtfulness of Mrs. W. C. Givens, wife of the superintendent, who furnished the cake on February 29th--and *WAS IT ENJOYED AND APPRECIATED???* Just ask the office bunch.

Several of our veteran employes have taken the pension during the past few months; among them Wm. Rodgers, foreman, B. & B. Department, who retired on January 1; Chas. F. Mecker, section laborer, retired on February 23, and E. K. Foley, clerk at Excelsior Springs for many years, who retired on January 23rd.

Mrs. L. Koehly, wife of Bridge Carpenter foreman, spent Washington's birthday in Kansas City, Mo.

Previous to going to Chicago, Mildred Kissinger made a short visit to Tulsa, Okla., to be a guest in the home of her sister, Mrs. Hugh B. Evans.

On February 4th occurred the death of Dave Danner, machinist helper, who died in the Government Hospital at Clarinda, Iowa. He left a wife and three children. Mr. Danner had been in ill health for some time and had not been able to work since the middle of August, 1931.

From February 1st to 21st inclusive, 936 cars of hay were handled over our division for points northwest Iowa and South Dakota, which originated in Missouri and Oklahoma.

On February 10th, H. W. Warren, D. F. & P. Agent, Des Moines, was present at the weekly meeting of the Ottumwa Junior Chamber of Commerce, which was preceded by a dinner at 6:15 P. M. Following the dinner he showed the film entitled "The Trail of the Olympian", and gave an interesting talk on the highlights of the picture. Also, showed pictures on his trip through Northern Africa. Other guests at the meeting were: W. C. Givens, Superintendent; R. W. Rink, Des Moines; Mr. Jacobs of Mr. Warren's office, and C. H. Baker, Chief Time Reviser, Ottumwa. Ed. Dornsife of the local superintendent's office, is a member of the Ottumwa Junior Chamber of Commerce and was responsible for this interesting program being presented in this city, which was very much enjoyed by everyone.

The accidental death of Michael Carnay, which occurred on March 5th, was a great shock to his co-workers and many friends. He was in service as a switch foreman at the time of the

accident, in charge of locomotive 7008 in the west end of the West Yard at Ottumwa, when he is believed to have accidentally slipped on the ice and lost his footing while attempting to uncouple two engines which were not moving more than two or three miles an hour. His head fell across the rail and was severed, causing instant death. The funeral services were held on March 9th and the body was taken to Oskaloosa for burial. He is survived by his widow, two sisters, living in Detroit, Mich., and one brother living in the west. Mr. Carnay was employed in August, 1908, as a switchman and promoted to yard conductor in June, 1913.

Sodie Blake of the store department has been confined to his home for a week account being ill with the influenza. With the consolidation of the division accounting department with the district accounting in Chicago, the position held by Sodie Blake is again transferred to West Yards and he is back among his old haunts in the storeroom at West Yard.

M. L. Fromm, extra dispatcher, was called to Centerville on account of the death of his grandmother, Mrs. Sarah Webb. The funeral was held at Centerville on March 11th and the burial at Seymour. Mrs. Fromm also attended the funeral.

News of the death of S. J. O'Gar on March 2nd was received in Ottumwa. Mr. O'Gar was formerly a resident of Ottumwa, being connected with the Milwaukee Railroad as Division Master Mechanic for many years. During the past few years he has been located in Minneapolis. He was still in the service of the Milwaukee at the time of his death, being a member of the reclamation committee and inspector of locomotive material, working out of the general storekeeper's office in Milwaukee. His funeral was held at 2:00 p. m. on the following Saturday and burial in Sunset Memorial Cemetery.

F. D. Cooper, Savanna, was a visitor in Ottumwa on Washington's birthday, visiting with some of his former business associates, Roadmaster P. J. Weiland and Assistant Engineer R. L. Lowe.

## A Town Without a Street

G. O. Lightly

THE Great Bitter Root Snow Circus and Side Show, two performances daily under the Great Gray Tent under direct direction of Ed. Stevens; advance agent, Harry Spears.

Watch Brago the Monk, O'Healy, or the Alfalfa King make the Great Highball.

Listen to the Mormon Doughnuts, or Wahoo play the Caliope as the Parade starts.

See Nosey, Badger, or the Old Owl start the Great Wheel as Snootie, Sparrow, Rabbi and Judas Priest perform with brooms and shovels.

Don't overlook the Great Corbett Side Show, complete with Wedge-plow, Flanger, and Dozer cleaning up the Palouse country.

And last but not least the Concert at the Beanery after the show.

Blondy says that snow less than 18 inches is O. K. He will fight his own and make time.

Ma Gill at the Igloo serves warm meals at all hours, having the chief concession.

Operators perform daring feats calling crews on short rest.

Therault Bros. at the Academy of Fine Arts are tunneling from Card Room to Yard Office to stop competition.

Division Superintendent makes inspection trip on snow shoes and all is well in the Coeur d'Alenes.

Buzz-saw and his apostles, Pussy-foot and Bolt are marooned on the Big Blackfoot.

Sam Gompers has transferred to the west end of the old R. M. Division to revive the sinking spirits of the Stingers.

"Big O Brakeman have been doing all the work."

Guts, Kidney-feet, Tailspin, Camrad, Possum The Emancipator, and Two Gun Webb are all in the ring.

Senator Sargum is on furlough.

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT CO.

Milwaukee, Wisconsin

Foxy Grampa is laying off for the winter relieved by Pawnee Bill.

Clarence Darrow of the Hog-heads is on the extra list at Alberton, relieved by Doughnuts.

Casey Hyde is still on the Red Devil.

The Unknown Soldier has been crowded off the West end, Missoula Division, and is sparring for an opening at Alberton.

The Little Sargent is on Passenger; says this is one winter they can't draft him for Rotary, thanks to the depression.

Pony Schmalhorst is pinch hitter for the Firemen's extra list.

When the Falcon Station was closed Red Board Harrigan bumped Speed Hoover, third trick operator, Avery.

Gooper Alexander is bringing in Mack with bear traps to protect the Doctor's interests.

Chief Carpenter McLeod is trying to organize a crew of Deep Snow Marines.

Willie Woo is now working Deer Lodge yard interpreter of schedules for W. W. Black.

Jack of the Long Straw has his uniform in moth balls and is battling the elements between Alberton and Deer Lodge.

Will have another item for the magazine in the spring when the snow goes off, if they can fish us out of the river. In the meantime Gilmore guards the door of the Sanctum Little Lady with blue-green dress next door.

### To the 0700

G. O. Lightly

You poor old battered louse box  
With your squeekie, saggie doors,  
Your windows are all shattered,  
Snow is drifted o'er the floor,  
The home-made Palouse cook stove  
That was once O. B.'s joy and pride,  
Has been torn from its moorings  
And is lying on its side.  
The nifty little ice box  
Which was once the Boomers' hope  
Is filled with chains and brasses  
And a juicy pail of dope.  
Some vag has stole the cushions  
And another has the lamp,  
Everything has been neglected,  
Filthy, snowy, mildewed, damp.  
But she is still our Extra Crummie,  
I feel sad and want to weep  
When we assign it to the Work Train  
Just a car where Hoggers sleep.

### I & D Items

M. G. B.

MRS. John Kinney left Mason City during the early part of February for a visit to New Orleans, Old Mexico and Vera Cruz. She expects to be gone some time.

Miss Ruby Potter, Chief Clerk in the Division Master Mechanic's office, spent Sunday and Washington's birthday in Milwaukee visiting her sister, Mrs. E. J. Sullivan.

Mr. E. J. Rummel, Representative of the Union Refrigerator Transit Company, was a visitor at the Mason City offices February 23rd and 24th.

Mr. S. E. Kvenberg, from Mr. Tornes' office, Chicago, was in Mason City February 25th en route to Chamberlain, S. D.

Mr. Edward Adams, Trainmaster's Clerk, Sioux Falls, visited his home at Clear Lake the week-end of Washington's birthday.

We are sorry to hear that H. H. Green, night roundhouse foreman at Mason City, is confined to his home, and hope he is on the mend and will soon be able to be back on the job.

Mr. Jacob Olson and daughter, Mabel, of Garner, Ia., were called to Berkeley, Cal., February 26th on account of the death of Mr. Olson's daughter and her husband. The sympathy of the division is extended to them both.

In this prosaic age we are glad to note that some of the older, sentimental customs are still observed. For instance now, sending of Valentines. Indeed all the local offices observed this lovely tradition. Some of the favored ones in the Mason City offices were Irma Wilhelm, Ruth Scott, Leo Montgomery, C. E. Ring, Charlie Montgomery, Freda Catlin, Tony Pajari—perhaps many others but they won't fess up. We didn't see Leo's as it was opened in the privacy of his boudoir, but we saw Charlie Montgomery's and others, and they were certainly masterpieces.

One of our inquiring reporters (name furnished on request) discovered this news item. Mr. F. H. Dickhoff and wife have arrived home from a trip throughout the West. They report a splendid time and from the looks of the pictures that were taken on the trip, they must have seen everything that was worthwhile seeing. Frank is asking prospective travelers to call on him at his private office to view the many scenes which he and his trusty camera were able to get pictures of.

Mr. W. E. Tritchler, Chief Carpenter from Austin, Minn., was a visitor in the local office at Mason City March 11th.

On account of illness, Mrs. Ella D. Walters of Mason City was called to Hibbing, Minn., March 9th.

We hear that Earl Jefferson and Julius Weile are taking up 500 in a big way, and their teachers being C. C. Smola and L. R. Meuwissen. That was the way we heard the story. Of course, interviewing Messrs. Jefferson and Weile, the story might be turned around.

Mr. L. D. Crane, of Rapid City, is hack at Mason City, having taken the Yard Clerk's job here March 11th.

Ralph Joynt and Con Thoma returned to Mason City March 11th, their principal baggage being an empty pail. Note: While in Chicago the pail contained red paint, but we understand they used all of it.

Mr. Cliff Oesgar, Chief Clerk in the Store Dept., went to Austin March 10th to attend the funeral of Lawrence Aughey, son of C. Aughey, Dispatcher at Austin.

The Correspondent had an item about Freda Catlin and a bushel basket, but will refer to C. C. Smola for further particulars.

Mrs. Carpenter Kendall, Editor of the Milwaukee Magazine, and Miss Etta Lindskog, Secretary General of the Milwaukee Women's Club, went over the I. & D. Division March 18th and stopped off long enough at Mason City to look in at our card party being held that night in the Club Rooms. Everyone was glad to see them, but very sorry their time was so short.

P. McNeff, Agent at Monona, was on the sick list for two weeks but returned to work the sec-

ond week of March. O. J. Henderson was on the job in his absence.

Conductor M. T. Olson of Mason City is laying off on account of illness.

Fuel Supervisor Earl Jefferson was around the I. & D. Division the second week of March, stepping on people's toes. For further particulars ask LRM.

Mrs. W. F. Ingraham and son Sidney went to Cedar Falls March 10th to attend a concert given by Paderewski.

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

IT is with deep regret that we hear of the passing of Miss Helen Kirwan, the magazine correspondent from Miles City. We always enjoyed reading her cheery notes and will miss them a lot. Sincere sympathy is extended to the bereaved relatives and friends.

The many friends of Mrs. J. A. Cooley are glad to know that she has recovered from her recent operation, to be able to return to her home at McLaughlin.

Mrs. J. P. Rothman is at Menominee, Mich., caring for her father, who is seriously ill.

John Heinkel, section foreman at Dupree, has returned from a trip to the West coast. While there he enjoyed a visit with the "Red" Wands family. He has now gone to Pennsylvania to look after his property interests there.

Harold Fuller went to Miles City to attend the funeral of Miss Helen Kirwan. He accompanied the family to the old home at Spencer, Nebr., where she was laid to rest.

We have been having some real subzero weather this past week, with considerable snow, but with the rotary working on the South line and the snow plows on the main line, the trains are running pretty much on schedule time.

We are happy to state that we showed a fine increase in freight shipments received during the month of February, both in earloads and L. C. L., having received sixty-eight carloads in February, 1931, and ninety-one carloads this year.

Norman Anderson has sold out his filling station on Main street and is moving to Miles City, where he has accepted a position on the road, traveling for a tire firm.

Supt. G. H. Hill, W. E. Ring and O. E. Blake of Miles City spent several days here and on the branch line.

Misses Mary Mosher, Lorraine Herschleb and Kathryn Martin attended the Phi Delta Theta Formal at the university at Vermillion on February 21. They report a fine time.

We are having a regular epidemic of flu, one after another coming down with it. We trust that when this cold weather is over, everyone will feel better.

Agent Frank Hoesley's son, Wallace, who has been a patient at the Moberidge hospital, has now returned to his home.

Mr. D. E. Rossiter, train rules examiner from Spokane, spent March 10 in Moberidge on business.

Miss Mercedes Milligan, who is attending the university at Vermillion, spent Washington's birthday with her parents here.

## WEST COAST WOOD PRESERVING CO.

is successor to timber treating operations of

~~Pacific~~ Creosoting Company and J. M. Colman Company

Both of Seattle, Washington

Plants located at EAGLE HARBOR and WEST SEATTLE

Main Office: 1118 Fourth Avenue, SEATTLE

Brakeman Henry Sandman and wife, formerly Miss Ethel Hale of Moberg, and her brother, Ralph Hale, of Reeder, N. D., left for Madison, S. D., where they will engage in farming this coming year.

Miss Joedsen Middleton has returned from Seattle, where she spent the past seven weeks caring for her brother's children while her sister-in-law underwent an operation at the hospital. "Jo" says the twins are darling and that she can qualify as a full-fledged nurse now.

Mrs. Sam Hunter spent a few days visiting at the R. C. Herschleb home.

Rumor has it that our supply train sheik, Charles Reynolds, has taken unto himself a wife. With apologies to Mrs. Reynolds, the boys want to know why he didn't bring the "Ball and Chain" along on this trip.

Engineer Louis A. Madsen has gone to Marion Junction, S. D., for treatment.

Mrs. W. P. O'Hern has returned from a trip to Chicago, where she went to see her mother, who is ill. She also spent some time at Graceville, Minn., with Mr. O'Hern's sister, who has been on the sick list for some time.

A most unfortunate accident occurred on Tuesday evening, March 8, when Conductor Russell A. Doesburg was accidentally killed from the load of a shotgun in the hands of his fifteen-year-old son, Charles. Mr. Doesburg leaves to mourn his loss, a wife, a daughter, Marguerite, and a son, Charles. Mr. Doesburg had many friends on the Trans-Missouri division, as well as elsewhere, who regret his passing. Deepest sympathy is extended to the sorrowing family.

Fritz Magera spent a week with his family here. He is now employed by the Ingot Iron Works at Chicago.

Leonard De Amore, formerly section foreman at Trail City, has returned from a year's vacation, spent at his old home in Mola, Italy.

Mrs. C. L. Kellar is enjoying a visit from her friend, Miss Doloros Wagner, of Miles City.

Relief Agent J. R. Riordan, at Red Elm, has gone to Hale, Mo. He is being relieved by Mrs. Kirby.

Engineer Wm. Catey was called to Piqua, Ohio, by the serious illness of his sister.

Mrs. Frank Hoesley and son, Wallace, of Timber Lake, S. D., departed for Charter Oak, Iowa, being called there by the death of Mrs. Hoesley's father.

### Dubuque-Illinois Division— Second District

E. L. S.

MR. F. A. SHOULTY, formerly General Car Foreman at Dubuque Shops in about 1926, is now located at Chicago terminals as General Car Foreman.

Mr. W. F. Keefe has been on the sick list at Finley Hospital, for the past few weeks, and at this writing is getting along fairly well, and we sincerely hope for a speedy recovery.

Understand Chris. Schweikert, Section Foreman, Marquette yard, was taken to hospital again, having suffered a relapse, and is slowly recovering after having had an operation performed.

Mr. P. H. Hughes, General Chairman O. R. C., was in Dubuque on business Feb. 24th.

We extend sympathy to Conductor W. S. Hartley and Mrs. R. H. Kearney, whose mother passed away at LaCrosse hospital after a lingering illness, March 2nd. Funeral services at New Albin and interment made in New Albin cemetery March 5th.

Miss Etta N. Lindskog, Secretary General, Milwaukee R. R. Women's Club, Chicago, was a guest of Dubuque Chapter on Thursday evening, March 3rd. Miss Lindskog gave a very interesting talk about the relief work being taken care of by the various Chapters, and the Club was delighted to have had the pleasure of her visiting us.

#### By the Assistant Reporter

Before beginning some more of those deep-dark secrets of the past, let us issue a warning that no bribes will be accepted to withhold their pub-

lication—several offers received recently were much too small.

REMEMBER???

Just a little bit early—and perhaps due to the depression, the River won't rise this year—but remember the annual high-water stage and the flooding of the depot basement? . . . the accompanying fragrant odor? . . . the final high mark when the water reached the furnace grate, resulting in no heat and the resurrection of the antique gas burner? . . . the gallon tin of "soup" boiled to help along the humidity but merely giving everyone of those morning-after headaches?

Remember the old adage about "If a man builds a better mouse-trap than his neighbor," etc.? Earl says he doesn't like to brag, but since he began using that new kind of malt, his front sidewalk has almost been worn out. It may be admitted that sometimes on the way out, perhaps it is a little bit below "see"-level.

Remember how hard it was to argue Marie into going home on Saturday afternoons, instead of hanging around the office trying to find something to do?

Remember Elmer and John's triumphant weekend visit to Chicago? Can you imagine anyone seeing all the point of interest in Chicago in two days, and still having time to attend three or four movies; and one or two Shakespearian dramas? Talk about your Lucky-Strike Magic Carpet Ride. Oh-Kay Sageville.

Remember all the spare time Frank had on his job and how he sat gazing out of the window by the hour?

Remember the zoo-like effect of the partitions installed to separate the Engineering Department from the rest of the office? Wonder which department was considered dangerous?

'Tis said that Charles the Walking Stationer was broken-hearted when so many of his good customers left for Savanna.

### Splinters from the Wooden Shoe

Browning

WE ARE glad to see Engineers Chas. Donlevy and Lindner back on the job after a bad siege of pneumonia.

Engineer Jos. Busch is back in the yard, having given up the Oconto Branch.

Mr. Wm. Hart may be the traveling engineer on this division, but it doesn't look very good for Bill when he has to have two firemen, A. Woodruff and Harry Cormier.

Geo. Bloomer slipped it over on Al. Giesler by piloting the 1184 to Menasha, but in the meantime due to a derailment on the West end, Bloomer's car went out on an extra.

Engineer Sam Grant has moved to Green Bay. Our sympathies are extended to Engineer Peter Bergin, whose brother died recently at Stevens Point, Wis.

Engineer John Millea had a very narrow escape March 8th by Engineer Donlevy reporting for work; it saved Millea from going on the Appleton Branch. You don't suppose John spoke to Donlevy. Gunn has been accused of these tactics.

Sympathy is extended to Engineer Sam Grant in the recent death of his mother.

Division Accountant is not very well acquainted on the West side; of course, that is due to living on the East side.

Engineer Stanley Johnston is now a permanent resident of Green Bay, having purchased the home of Engineer Frank Nemick. Channing is such a lovely place, Spike, you are going to be lonesome.

Sympathy is extended to M. E. Hastings on the death of his father, Mr. E. X. Hastings. Mr. Hastings was well known on the Superior Division, having been superintendent at Green Bay a number of years ago.

Mrs. Chas. Robinson has been visiting friends in Milwaukee and reports a pleasant time.

Machinist Rudolph Haupt resumed work after being off sick for more than a year.

Allen Woodruff says he likes the cherry pie that Dennis Hogan brings for lunch. Dennis is

thinking of inviting Allen over and giving him a whole pie for himself.

Christ Christianson was laid up for a week with a severe cold, but he says the old reliable remedy cured it.

The locker room gang formed a new club called the "Raspberry Club." Duckie Cormier was unanimously elected Big Chief and Harry Peterson vice Chief.

We are all sorry to hear of the illness of Machinist Joseph Colbuss, who is now in the Government Hospital at Milwaukee.

Congratulations are offered to Mr. and Mrs. Edw. Brick on the arrival of a daughter. Mr. Brick, now of Savanna, Ill., was formerly located on this division and Mrs. Brick is the daughter of Mr. and Mrs. M. E. Hastings.

Engineer Frank Nemick and family have moved to Cleveland, Ohio, where Mr. Nemick has accepted a position in the General Office of the B. of L. F. & E.

Engineer Chas. Morgan and Fireman Clem Vincent are recovering from the shaking up they received when their engine handling No. 3 was derailed at Wausaukee on the morning of March 5th.

We were all sorry to hear of the death of former Roadmaster C. J. Schweikert which occurred at Dubuque, Iowa, on March 8th. Our sympathy is extended to Mrs. Schweikert and family.

The office force at Green Bay has been hit with the flu. John Phillips and Harold Matthews have now returned to work but Irwin Thiesfeldt is still at home with a bad case of tonsillitis.

### Iowa (Middle and West) Division

Ruby Eckman

THE Perry switchmen seem to have had more than their allotment of sickness the last few weeks. Hildry Rawlins was off duty a couple of weeks on account of the flu. C. E. Robbins had a bad case of pneumonia. Scott Carhill was off duty on account of a lame back and Dell Coltrin was in Chicago for treatment for a lame arm. D. M. Flynn and Ralph Field were both off duty a few days. All of the extra switchmen were busy and some of the places were filled by extra brakemen.

News of the death of Barney McNaney was learned with regret on the division.

Charles N. Dow, who for many years was the second oldest passenger conductor on the Iowa Division seniority list, died February 15th at his home in Omaha. Conductor Dow retired a few years ago but until a couple weeks before his death was in fairly good health. Death resulted from an attack of the flu. Conductor Dow came to the Iowa Division when it was first built, and ran passenger most of the time. He is survived by a daughter in New York, his son, Frank, who for many years was a superintendent on the Milwaukee, and another son, Edward, who is Consul General in Nova Scotia. The latter son was ill in Washington and unable to attend his father's funeral.

Miss Dorothy Gallagher, daughter of Lawrence Gallagher of the Soo City round house supervisory force, was married at Adel on February 14th to Howard Benschhoff of Grimes, Iowa. The parents and sister of the groom and the mother of the bride witnessed the ceremony. Mr. and Mrs. Benschhoff will make their home in Cedar Falls, Iowa, until Howard completes his college course. The Gallagher family formerly lived in Perry, when Lawrence was assistant foreman at the roundhouse.

George Stoner, son of Engineer and Mrs. Jerry Stoner, was married on February 21st to Miss Arlene Burhus of Bayard. The ceremony was performed at the home of Engineer Stoner in the presence of the families of the young people and a few close friends. George is manager of the Parrot's meat market at Woodward and the young people will make that place their home.

The operator's position at Adel was abolished March 2nd. H. B. Dyson, who was on the job, went to Varina to displace Harry Calhoun. A

helper's job was put on at Adel and Merwin Taylor assigned to it.

Engineer William Leaf of Marmouth, took a few days off in March and with Mrs. Leaf made a trip to Iowa and Illinois, stopping at Perry to see old friends.

Train Dispatcher Chester Elder came out from Beloit and spent a couple days with his mother, who lives in Perry.

Caller E. L. Thomas was off duty a few days the fore part of March on account of the death of his wife's father, Chris. Mayne. Mr. Mayne who was 76 years of age, lived at Council Bluffs.

A. D. Kemp, section foreman on the Clive section, died on March 2nd after a few days' illness. Mr. Kemp contracted a severe cold which developed into pneumonia. He had been with the Milwaukee a long time.

News of the death of Switchman John Brown, which occurred at Marion the latter part of February, was learned with regret by his many friends on the division.

DeWitt Gibson, Jr., son of Machinist DeWitt Gibson, has made quite a name for himself in the athletic field in the Perry high school, which he attends. DeWitt has been one of the team of wrestlers of the high school and has won numerous matches.

Engineer Hiram Colburn's wife, who has been a sufferer from arthritis for a number of years had to go to the hospital in March for treatment. Mr. Colburn has been off duty a few weeks on account of eye trouble.

Engineer Charles Stoner's wife spent some time in February and March at her home in Dennison assisting in the care of her sister, who is ill and a sister-in-law, who was injured.

The north end of the Des Moines division had the usual snow troubles about the middle of February. It was necessary to get the snow plows into service.

Engineer W. T. Murphy was off duty the latter part of February on account of the death of Mrs. Ellen Walsh, a sister of Mrs. Murphy.

Mrs. Ella Brown, sister of Conductor H. W.

Lee and Car Inspector William Lee, and the mother of Engineer Thos. Wilcox' wife, died at the Wilcox home March 11th following a few weeks' illness. Mrs. Brown was the widow of Engineer Harley Brown, who died a number of years ago.

Mary Jean, the three and a half year old daughter of Charles Harvey of the Perry roundhouse force, died March 10th following a short illness.

Mrs. Margaret Rischel, mother of Delbert Rischel of the B. and B. department, died at the home of a daughter in Missouri Valley early in March. Mrs. Rischel had reached the age of 87 years. Burial was made at Perry.

Assistant Yard Master E. E. Banyard practices Safety First while on duty but apparently he overlooked the safety rule advising the use of goggles while working about machinery. At any rate, Ed. got some dirt in his eye while at work on the family car with the result that he had a badly infected eye, which necessitated several nights off duty.

With the closing of the Des Moines office, Road Master Hyson, who has had his office in that place, has transferred to Perry. The other Des Moines division road master, Mr. Anderson, also Road Master Cherwinker have a joint office at Perry. Clifford Taylor is clerk for the three officials.

Mrs. Clementine Dollison, aged 83, mother of Conductor A. J. Dollison of Perry, died in Cambridge, Ohio, March 7th. Andy left for the family home immediately on receipt of the message. He had spent some time with his mother in January.

Conductor Edward Green has been at Washington Boulevard Hospital in Chicago for some time taking treatments for trouble which developed from an injury sustained several years ago.

Marjorie Merkle, daughter of Operator and Mrs. H. E. Merkle, and Vera Welsh, daughter of Conductor and Mrs. Roy Prettyman, were among the honor students at Drake University for the fall semester. Both young ladies are students in the college of fine arts.

Friends in Perry and on the division were shocked the afternoon of March 5th to learn of the sudden death of Mrs. J. A. Cherwinker, wife of the west division roadmaster. Mrs. Cherwinker had been in her usual health when her husband left home about ten o'clock in the morning. He had gone home for a heavy coat before going out on the road and his wife was doing the regular Saturday cleaning. In the afternoon Mrs. W. N. Foster in the same apartment building heard sounds coming from the Cherwinker home, which indicated that something was wrong, and she summoned neighbors to gain an entrance to the apartment, as Mrs. Cherwinker told them she was unable to come to the door, which was locked. A doctor was summoned, but Mrs. Cherwinker passed away within a few minutes from a heart attack. Funeral services were held at Perry, and the remains taken to Washington, Iowa, the old home, for interment. Section Foreman Leo Cross and wife accompanied the funeral party to Washington and the day of the funeral Division Master Mechanic W. N. Foster, Travelling Engineer S. Einerson, Roundhouse Foreman A. J. Kressen, Special Officer Albert Nicholson, Storekeeper H. R. Mayer and Car Foreman C. A. Trask all went to Washington and served as casket bearers at the final rites.

### Rocky Mountain Division, Northern Montana

Max

J. S. GRIFFITH, chief fuel supervisor, with headquarters at Tacoma, Wash., was in charge of the monthly fuel meeting, held at Lewistown. He told about what had been accomplished in all departments in the way of saving fuel, since the movement had been inaugurated. He stated that, while the firemen were the employees who could keep down the consumption, and were doing it, that everyone on the railroad who has to do with the use of fuel could contribute their share in keeping down the waste of

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NEW YORK

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CHICAGO

# CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

**SPORTSMEN**—Fisherman John tells his secrets. Write now for a copy of his 1932 fishing calendar. "It shows when fish bite best," and is full of good fishing tips. 25c postpaid. Fisherman John, mail address, P. O. Box 276, St. Paul, Minn.

For Sale at a bargain price, 133 acres on small lake, 25 cultivated. 7-room house, barn, hay sheds, and other buildings; also 3-room house, 1/2 mile to good grade school, 5 miles Colville, Wash. Will trade for a smaller place near Tacoma, Wash., or sell at a very fair price. Write 7404 So. Park Ave., Tacoma, Wash.

**FOR SALE**—Pure white German Shepherd (police) pups. Something rare and particularly beautiful. Priced reasonably considering quality, during April only. 8 weeks old pups, eligible to A. K. C. registry, \$25.00 C. O. D. on approval. Send for pictures if interested. Also have Persian kittens, orange or red. All from champion bred stock and guaranteed to satisfy. Write Box 384, McGregor, Iowa.

**WANTED**—Six-room house or bungalow to rent or buy. Near Milwaukee Road, Chicago to Libertyville. Give rent and particulars. Address J. T. Harvey, 2534 Eastwood Ave., Chicago, Ill.

**FOR SALE**—80 acres cutover land in Pine County, Minnesota, located 16 miles east of Sandstone on state aid road, one mile from store and oil station. Ideal dairy and farming locality. Will sell at a sacrifice. Write, Ray H. Hoffmann, 309 North 5th St., Austin, Minn.

For Sale—New Remington 22 caliber auto rifle with case and rod. Sacrifice for \$18.00. Joe O'Neill, 1617 N. 35th St., Milwaukee, Wis.

For Sale—Lady's dressmaking form (adjustable from smallest to largest sizes). Cost \$25.00—sell for \$10.00. Charles Hornshaw, 1442 East 31st St., Tacoma, Wash.

**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—North half of a section of land 7 miles northeast of Plaxton, N. D.; also a lot in East Missoula, Montana. Write Box 266, Plummer, Idaho.

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 52 rifle with speed lock, or 22 calibre long rifle. G. F. Rediske, Agent, Ingomar, Montana.

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—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.

For Sale or Trade—Improved 160-acre farm 3 1/4 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.

coal. Assistant Superintendent Fuller spoke about the cooperation that the movement had been given on the northern Montana district.

Mr. and Mrs. John Smeltzer, who have been long residents of Lewistown, are departing for Three Forks, where Mr. Smeltzer will work as a fireman on the main line. They will be missed by their many friends, as they were very active in the work of the Milwaukee Women's Club. Their car was always available when one was needed for carrying relief to needy employees.

The two addresses given by Assistant Superintendent Fuller before the Lewistown Rotary and Kiwanis clubs on the railroad situation today were very timely and were well received by the business men of Lewistown.

R. F. Haggarty, agent at Square Butte, left for Hillsboro, Ohio, account of the serious illness of his father.

A. W. Berge, of Harlowton, who was brought to Lewistown, account of sickness, has returned to his home. It will be several weeks before he will be able to resume his duties as car clerk at that point.

Messrs. Sorenson, Fuller and Randall met with the State Railroad Commission at Suffolk and Danvers, where hearings were held in connection with closing the stations at those points. The commission decided that the agency at Suffolk could be discontinued, but that Danvers agency be retained.

Mr. and Mrs. W. E. Douglas were on the sick list during the month.

Guy L. Kester, checker at the Lewistown freight house, was off for two weeks, account of sickness. His position was filled by C. H. Baker.

Chas. T. Plumb, formerly agent at Hilger, has returned to Lewistown after doing relief work at Jefferson Island.

W. L. Reeser, extra agent, worked at Lewis-

town yard for a few days, while L. L. Elliott was off, account of a slight attack of the flu.

Division Freight and Passenger Agent Randall and his assistant, H. C. Brisbine, were Lewistown callers.

Section Foreman Gus Johnson, of Hilger, went to Rochester, Minn., account of serious illness of his sister.

Fireman R. C. Daniels "bumped" L. J. Leveque on the Great Falls local. Mr. Leveque will go to the Aguaway line.

Agent J. Z. Ramsey, who has been at St. Joseph Hospital, Lewistown, with a severe attack of the flu, has resumed his duties at Denton.

Pete Koleff has returned to Harlowton from Lewistown, where he was a patient at St. Joseph Hospital.

## General Office—Chicago

Vila

**WE** thought we might be able to sit back and wait for engagements and wedding announcements to roll in during Leap Year, but something is radically wrong, for we have no Leap Year activities to report.

Mr. Wm. Shawhan, who used to work in the drafting room, came back to say "hello" to his co-workers not so long ago.

Miss Ella Hauner of the engineering department has been home ill for some time. We are hoping to have her back soon.

It seems like old times to see again our friends from Mr. Ennis' office. Welcome back, all of you. Mr. Ennis is located in the space formerly occupied by Mr. J. J. Buelting and his force, who are now located at Fullerton Ave. We just hated to see our friends from Mr. Buelting's office go, and trust they won't forget us.

Should Greta Garbo at any time lose her speak-

ing voice there is in the freight department a young maiden (brunette) who could double for her very nicely.

Speaking of pictures. We finally figured out the likenesses in the Harvey Restaurant ad. Trust some day we will have a better picture. The back of heads are sometimes hard to discern.

Miss Helen Miller of the real estate department borrowed a key to the club room one Saturday a short time ago and emerged dressed as a jolly hiker. We don't mean a hitch-hiker, but a real, honest-to-goodness hiker. Those good-looking boots would stand a good walk. Hope the outing was a big success.

Miss Ellen Moulton is quite keen for "The Wearin' of the Green."

With the April showers, Don Aylward will have to abandon his overcoat for a raincoat to go across the street to lunch.

We hear Kenneth Leigh doesn't relish macaroni.

Sympathy is extended to Ida Tucker in the loss of her brother, who passed away March 7 at Minneapolis.

Take a tip from me, girls—better strap down your husbands and sweethearts! Rosie O'Riley is on the "loose." John is traveling nowadays. This being Leap Year—it looks BAD.

We want very much to let you know of two new daddies in the purchasing department. One is Mr. C. B. Hanover, office manager, who is very much elated over the birth of his baby daughter, Nancy May, and the other is Mr. E. Eldredge, freight man, who is equally proud of his son, Bruce Eldredge. Congratulations and best wishes for the future of these two children.

We are pleased to report Miss Sally Patterson is on the road to recovery after a serious operation. We hope she will be back with us real soon.

# 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.

## The Bird-Archer Company

New York Chicago Philadelphia

THE BIRD-ARCHER COMPANY  
LIMITED, MONTREAL

Laboratories and Plants at Philadelphia, Chicago and Cobourg, Ont.

## SAVE These Banks are Recommended to Milwaukee Railroad Employees SAVE

You will find willing and able counsel among their officers. Take your problems to them and let them help you.

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## EVERYONE SHOULD HAVE A BANK ACCOUNT

We Solicit the Patronage of  
MILWAUKEE EMPLOYEES

Open a Savings Account Here and  
Add a Little Each Pay Day

GET THE SAVING HABIT

## MERCANTILE TRUST & SAVINGS BANK of Chicago

Opposite the Union Station  
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for

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No Order Too Small  
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## The Webster Lumber Company

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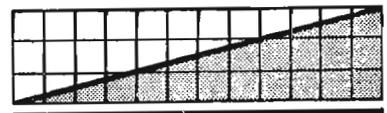
## First National Bank of Everett, Washington

on the Chicago, Milwaukee, St. Paul  
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has resources of \$12,000,000.00. Pays  
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## Your cash reserve

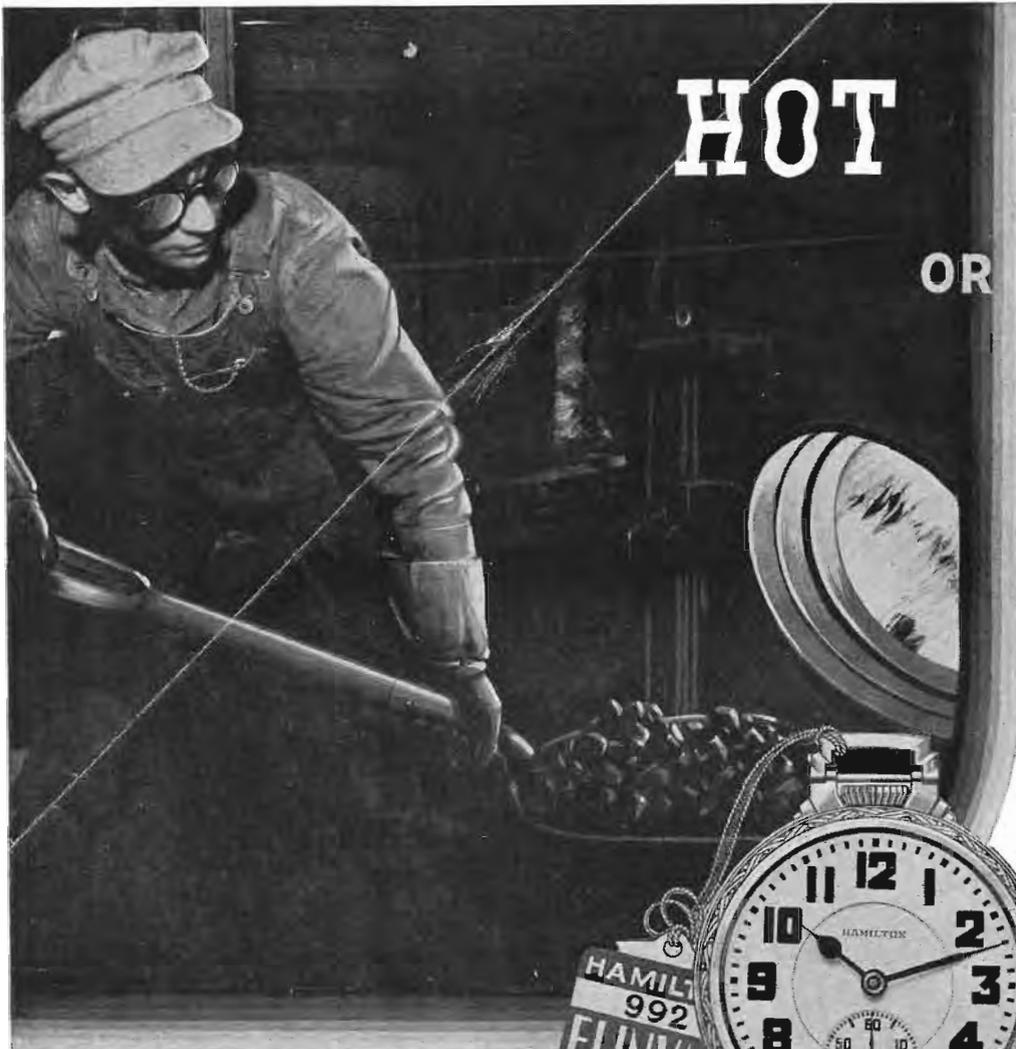


should grow like this

Try to maintain a Cash Reserve equal to at least three months' income. If you do not have such a reserve now, a good plan is to save each year—for three years—an amount equal to one month's income. Regular monthly deposits are most effective.

FIRST WISCONSIN  
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**HOT**

**OR**

**COLD**



(Left) "992" ELINVAR RAILROAD WATCH, Model No. 8 in 14K filled white gold, and in 10K filled natural yellow gold. The Elinvar tag identifies it.

This picture shows how the railroad man's watch is frequently exposed to extremes of temperature.

**. . . it's all the same to "992" Elinvar**

When you expose your watch to unusual heat or cold, what happens to it? If it is an ordinary watch, the elasticity of the hairspring is materially affected.

The Hamilton "992" Elinvar watch is different. It has a hairspring of Elinvar, a new alloy steel of invariable elasticity. The result? Better temperature compensation under all sorts of conditions.

Then too, the Elinvar hairspring is rustless, eliminating one of the commonest causes of watch repairs. For the man who works around electrical equipment, the "992" Elinvar is indispensable because it is relatively unaffected by magnetism.

It's a great watch, the "992" Elinvar! Ask your time inspector to show it to you.



**HAMILTON WATCH**

*The Railroad Timekeeper of America*

The Hamilton Watch Company is Exclusive Licensee for Elinvar Hairsprings under U. S. Patents No. 1,313,291, dated August 19, 1919, and No. 1,454,473, dated May 8, 1923.

(Left, Upper) BANCROFT. A stylish new 17-jewel wrist watch that will please any woman's heart. In 14K filled white, white or natural yellow. \$50.

(Left, Lower) MOUNT VERNON. A sturdy man's strap watch, ideal for off-duty use. 17-jewels, 14K filled white or natural yellow gold. \$55.

Write for your copy of "Elinvar In Your Watch," an illustrated booklet telling all about the interesting development of Elinvar. It is free. Just drop a line to Dept. R., Hamilton Watch Company, Lancaster, Pennsylvania.