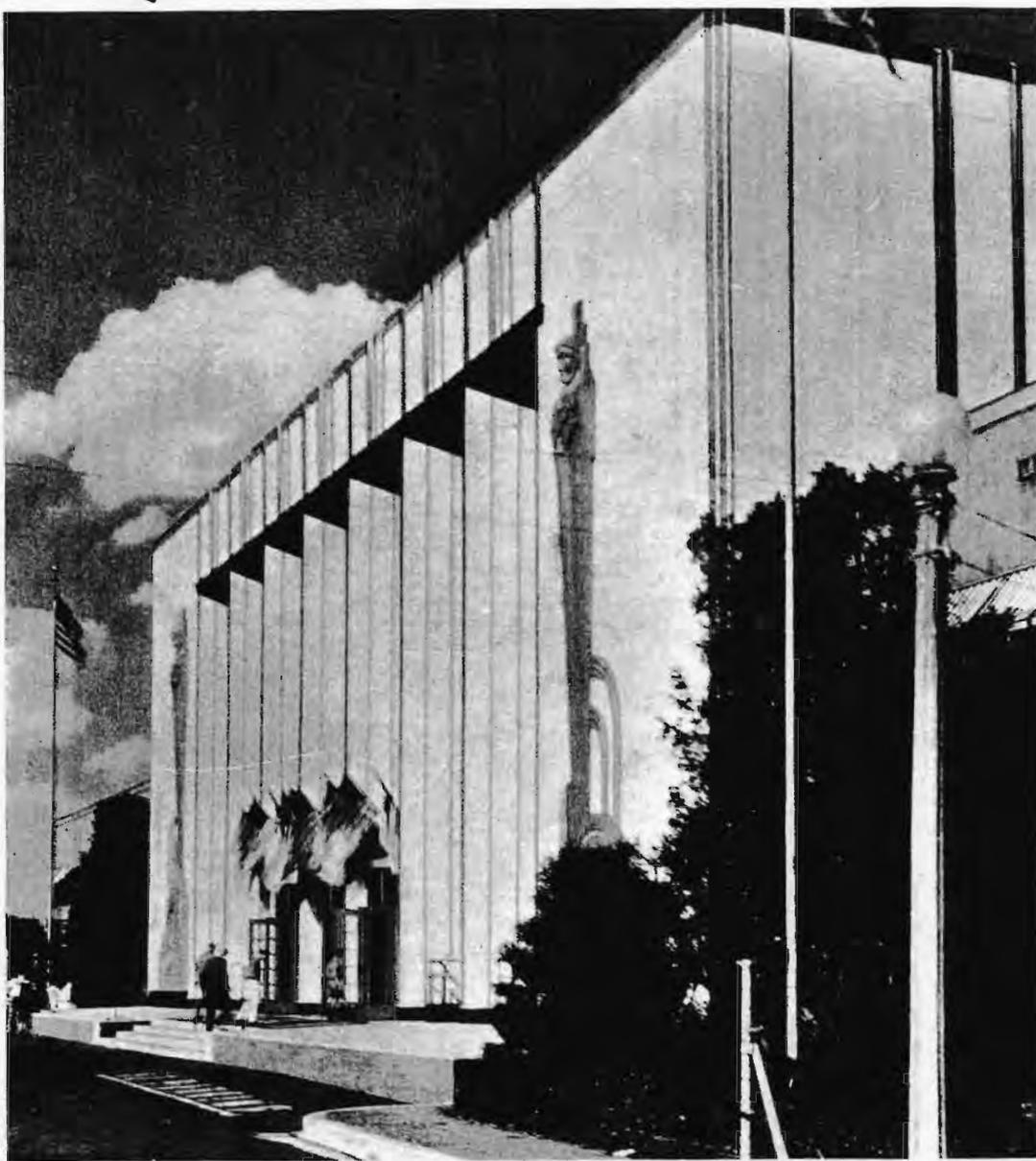


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

MARCH, 1933



Entrance to Administration Building, Century of Progress Exposition

BLUE TIN IS RAILROADERS' FAVORITE

Check-up of Pipe Smokers In Passenger Yards Gives Edgeworth Smoking Tobacco Strong Lead

Railroad men know their pipe tobaccos. Recently a check-up of pipe smokers was made in the passenger yards of one of the great railroads entering Chicago.



"Railroad men know their pipe tobaccos"

From a total of 230 men employed, 191 were found to be pipe smokers and of these 128 smoked Edgeworth—the tobacco in the blue tin.

The brand of pipe tobacco next in popularity had only 32 smokers out of the 191.

Surely this means just one thing, and that is that the flavor of Edgeworth is the flavor best suited to the taste of railroad workers.

If you are not an Edgeworth smoker, give it a trial and discover for yourself just what this flavor is like.

Edgeworth is sold everywhere. There are two forms, Edgeworth Ready-Rubbed and Edgeworth Plug Slice. All sizes from 15¢ pocket package to pound humidor tin. Some sizes in vacuum packed tins.

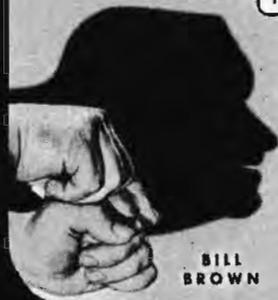
Made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Va. Ask your dealer for

EDGEWORTH

SMOKING TOBACCO

LAVA SHADOW PICTURES

JANE, I GOT A COUPLE NICKS ON MY HANDS. I OUGHTA HAVE SOME SOAP THAT'LL HELP PREVENT INFECTION.



BILL BROWN

ALL RIGHT I'LL SEE WHAT I CAN FIND TODAY.



MRS. BROWN

NEXT DAY

SAY, THIS LAVA SOAP YOU GOT SURE IS EASY ON THE SKIN—AND YOU SHOULD SEE HOW IT GETS THE DIRT!



BILL BROWN

THE STORE-KEEPER SAYS IT LASTS LOTS LONGER THAN ORDINARY TOILET SOAP, TOO.



MRS. BROWN

LAVA SOAP KILLS GERMS.... GETS THE DIRTY-DIRT

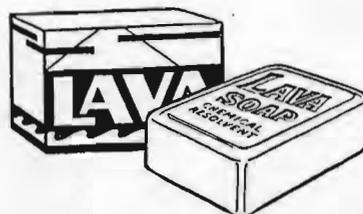
Lava gets grease and grime in less than a minute—and protects your skin in the process.

Lava is much more efficient in killing germs than other toilet soaps. It is effective against bacilli diphtheria, meningococcus, and many other deadly germs.

Lava works equally well in any kind of water—hot or cold, soft or hard.

Lava saves you money, too. It

is a big, husky cake of soap and lasts two to three times longer than ordinary toilet soaps. Order Lava from your grocer today.



LAVA SOAP

TAKES THE DIRT . . . PROTECTS THE SKIN

The Golden Pavilion

of The Lama Temple at Jehol, China

Reproduced at Century of Progress
Exposition

PICTURED here, is the splendid replica of the Lama Temple Potala of Jehol, China—the original a masterpiece of Chinese art and architecture, and the replica no less a masterpiece of reproduction—that is now completed and a part of the Century of Progress Exposition. The Lama Temple occupies a permanent site within the enclosure of the exposition area on Chicago's lake front, the gift of Mr. Vincent Bendix of Chicago, to the city, and now to form one of the major attractions of the great exposition. Mr. Bendix became interested in the project of purchasing a Chinese temple with complete equipment in the summer of 1929, and the ancient Lama Temple Potala at Jehol was chosen for a model. The reproduction is marked by absolute fidelity to the original, and because it is, in construction and detail, made of enduring materials it will stand on Lake Michigan's shores a lasting monument to public spirit and the beautiful in art.

Jehol (pronounced as if spelled Rehol) is the site of the summer palace of the great Manchu emperors, three days' journey from Peking, where among a group of sacred buildings is the marvelous Potala, or Golden Pavilion of the Lama Temple. It is considered a gem of Chinese architecture in line, form, color and composition. A famous Chinese architect made the arrangements for a faithful replica, preparing plans, specifications, profiles, with all details and measurements of the most minute character. The replica was built in a yard at Peking, pronounced good and then taken apart, making more than 28,000 pieces, which were packed in 173 crates and cases and shipped to Chicago, arriving here in the spring of 1931. The architect built a model six feet square, of the temple for a guide to the workmen in joining these thousands of pieces together.

The temple is 70 feet 10 inches square, rests on wooden piles 65 feet in length, on the top of which are caps and beams of poured concrete, and the superstructure was accomplished by fitting to-stencil designs and color schemes, cooperating with an American decorator. Together the 28,000 or more small pieces of carved wood.

The roof is composed of 25,000 copper shingles manufactured in the Ben-

dix factories at South Bend, Indiana, and then covered with heavy gold leaf of 23.12 karat. The ten-foot high finial was also made in this country, but all the other symbolical copper figures on the ridges and in the corners of the roof were made by coppersmiths in Peking.

The decoration of the Temple was done by two Chinese artists who came from Peking, and who worked out the stencil designs and color schemes, cooperating with an American decorator.

The only modern innovations within the Temple are the indirect lighting, giv-



Exterior of The Golden Pavilion

ing the best possible effect in reflections from the brilliantly painted walls and stunning gold ceiling; and a blower fan for air conditioning.

A gigantic gilded dragon looks down from the center of the ceiling. It is carved in wood and is strictly Chinese in workmanship. The paint used throughout is mineral pigment brought over in powder form from China, and will endure for many years.

The Temple has practically no walls except in its four corners where short stone walls rise but four feet, all the rest consisting of wooden grille windows and doors. The lower roof is carried by 28 outer columns rising 16 feet, 6 inches from the loggia; and the 20 wall columns, 30 feet high; while the upper roof is carried by 12 columns surrounding the sacred Temple hall, 37 feet, 6 inches high. The top of the finial is 68 feet about the ground.

In front of the Golden Pavilion is an ancient bronze incense burner, green with age, of the Ming period, 1368-1644.

Within the Temple at the entrance is a figure of "The Laughing Buddha" made of solid wood covered with red gold lacquer, sitting on a chair of the

same material. Turning to the left from the entrance, visitors are met by a courteous and enlightened Chinese gentleman who accompanies the party around the outer aisle, explaining the meanings of all the elaborate and magnificent symbolism of the Chinese Buddhist religion presented in the idols, benches, altars, pagodas, tinkling temple bells, and countless other objects of ancient origin and mystic meaning.

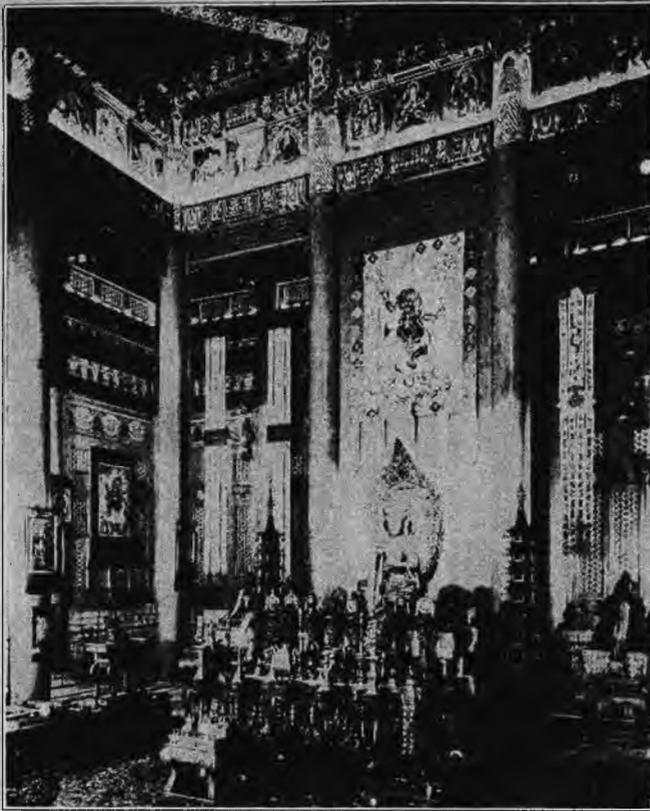
There is a great throne chair and screen of the High Priest or Tai Lama of Peking, a huge temple bell of green bronze dating from the time of the Ming dynasty, and an ancient temple drum, of the same period, both of these two last named hanging in solid wooden frames. Four long prayer benches, covered with handsome prayer rugs, prayer tables for sacred scriptures used by the Lamas when they sit in the Pavilion at Jehol for several hours day or night, chanting prayers and reading from the sacred books.

There are figures of the great Gautama, who is called Buddha, and of many other gods of the Lamaistic philosophy.

There are many and very beautiful examples of Chinese textile weaving and embroidery in the hangings of the Golden Pavilion, for it is said that "not even the poorest little temple in China is permitted to be entirely without woven decorations and the richer the temple the more costly the material and the more artistic the manufacture."

Buddhism is the religion of most of China, but had its origin in India where political influence under Emperor Kubla Khan in the 13th century A. D. During Gautama, its great founder lived and taught. As a religion Buddhism has almost disappeared from India, but flourishes in Tibet and China as "Lamaism." The history of Gautama, the Great Buddha, is interesting, and the philosophy he propounded is one of great strength, beauty and purity. He lived in the fifth century B. C., but after his death his teachings gradually underwent change at the hands of various cults and schismatic influences, and finally it faded out of India, to remain among the Lamas of Tibet and China as a religion of temporal as well as spiritual power.

The earliest Lamaism was a mixture of Buddhism and ancient native demon-worship, the latter element constantly gaining in control. It rose to great the fifteenth century the doctrine of the reincarnation of the Grand Lamas was evolved, and has grown to the point where Grand Lamas are held to be emanations of some gods who have been incarnated in the Lamas to protect re-



Golden Pavillon Interior

ligion on earth. Dalai Lama in Lhasa, who is also the ruler of Tibet, is held to be the incarnation of the ancient patron of Tibet; while Panchen Lama is the incarnation of the god of light."

The replica of the Lama Temple of Jehol at the Century of Progress Exposition, already completed and daily visited by interested throngs of "pre-

viewers", will be one of the marvels of the marvelous exhibition that is scheduled to open on Chicago's lake front June 1st of this year. It will be a spot of brilliant color on the landscape for it is painted and decorated in the gorgeous Chinese reds and golds which that race know so well how to employ in the color schemes of decoration.

with the braves, the first of its kind to be held in Wisconsin. This occurred in 1634, but hostilities were far from ceasing, for the Winnebago as well as their enemies of the Algonkian stock were fierce, crafty, bloodthirsty and not over sensitive about keeping their bond.

Another French explorer, Cadillac, who visited them nearly a hundred years later, writes of the Winnebago nation that he found in the vicinity of their lake and river, that this tribe was called Puans, deriving their name "from their river, which is very muddy and full of fish. Consequently in hot weather the water is foul with them, and for this reason the nation is called Puans;" but he further chronicles that this nation "in person and habits, are the cleanest of savages, their women the least dirty and keep their cabins neat and tidy." At this time the Winnebago were numerous and powerful and would without hesitation or apparent provocation, declare war on all the neighboring tribes. By way of illustration of their dominant trait: in the early 18th century a famine visited them frightfully decimating their ranks. Hearing of their plight, the friendly Illinois nation, a less bloodthirsty and more merciful tribe, sent 500 men with provisions for the Winnebago, who received their benefactors with a great show of gratitude, all the while planning to sieze and sacrifice the visitors to the shades of their dead. They accordingly flung themselves on their guests during a ceremonial dance, massacred and ate most of them, proving among other things, their cannibalistic propensities.

The Winnebago conducted a constant warfare with the other tribes all during the period of the French and Indian wars of the early 18th century, one of the most sanguinary of these encounters being a siege conducted on Doty Island with the Fox tribe, who were of the Algonkians.

During the war of the American Revolution there was probably not a friend of the American cause among any of the tribesmen of Wisconsin, and the British were able to recruit their troops from among the Winnebago to join Burgoyne, although they do not appear to have remained true to their British alliance, as they were not present at Burgoyne's surrender. At the close of the Revolutionary war, while the British sought to hold the northwest territory because of its fur-bearing riches, the Winnebago were their allies, and when the war of 1812 was declared on June 19th of that year and Fort Mackinac was surprised and captured a large body of Indians consisting of one hundred Sioux, about one hundred Menominee and a still larger number of Winnebago under their leader, "one-eyed Decorah," were with the British.

British officers reported however, that the Indians were not much good as soldiers, as they refused to obey orders unless the officers appeared with a blanket in one hand and a piece of pork in the other.

The Winnebago were not mighty hunters, but were great fishermen and

The Trail of the

WINNEBAGO In WISCONSIN

By Ted

THE recorded history of the Winnebago tribe begins around the shores of the lake in Wisconsin which now perpetuates their name, and follows up the Fox River to where it nears the Wisconsin and then bears away to the southwest down that waterway to its ending in the Mississippi. During the occupation of this part of the United States by the red men, the Winnebago held by right of their numbers and the fierceness of their fighting, a splendid domain, and they left behind a bloody record of Indian conquest.

The Winnebago are assigned in archaeological records to the great Siouan stock, one of the grand divisions into which the North American Indian has been tabulated. The Siouans were ever a warlike race in all their ramifications and the Winnebago seem to have held up the credit of their origin. Their earliest arrival in the land that is now the state of Wisconsin is

believed to be in a pre-historic migration from some region north of Lake Superior, possibly from the Hudson's Bay country, or Lake Winnipeg. On reaching Lake Huron they turned westward, crossed the St. Mary's river and entered Wisconsin. They found the land occupied by other warlike tribes of the Algonkian division with whom a constant and bloody warfare was waged for no one knows how many centuries.

When North America was claimed and held by France as a dominion of its crown, Jean Nicollet was sent to the upper lakes country to negotiate a peace between the Winnebago and the Hurons, hereditary enemies, and he found the Winnebago occupying the pleasant and fertile land that bordered the shores of Lake Winnebago and the lovely valley of the lower Fox River. At the foot of Lake Winnebago, on Doty Island in the Fox River at Menasha, Wisconsin, he held a council of war

farmers, and their villages in the Fox River valley and around Lake Winnebago were in the midst of tilled fields where they raised Indian corn, other grains and some fruits; and in all of their migration their progress was marked by plowed fields, fine stands of grain and many vegetables, which formed a large part of their food supply.

In 1827 what is known as the Winnebago war broke out, which is described as not really a war, but a widespread scare to the white settlers who were moving into the territory. The Indians naturally resented this invasion of their domain, and as they were spread out over the length of the Fox River valley and even had scattered villages on the Rock, and Wisconsin Rivers with some more over in the lead mining regions south of the Wisconsin, these were a constant menace to the settlers. Prompt action on the part of Governor Cass, of Wisconsin Territory, Colonel Dodge, General Atkinson and other officers of the U. S. army soon put the fear of the power of Uncle Sam into the redskins, and that outbreak was quickly quelled.

It is said the outbreak was the result of the abandonment, in 1826, of Fort Crawford at Prairie du Chien, which led the Winnebago to believe that the government need not be feared, so they grew very insolent in their attitude toward the white folks. Governor Cass, who was arranging to hold a council with the red men at the Hill of the Dead (Butte des Morts) opposite Menasha, hearing rumors of an uprising, hastened instead to Prairie du Chien, put the military defense there in such order as he could, and went on to Galena where he arranged for a company of militia to proceed to the reopened Fort Crawford and then went to St. Louis to confer with General Atkinson. This was the first entrance of General Atkinson on that field of Indian warfare. He was soon on his way up river with a force. Arriving at Prairie du Chien he proceeded up the Wisconsin to the Winnebago village at Portage, while Colonel Dodge marched across country simultaneously to the same place and Colonel Snelling came down the Mississippi and took command at Fort Crawford. Learning of the coming of General Atkinson and the other detachments, the Winnebago became convinced of the uselessness of further resistance and with characteristic trickery they surrendered several of their chiefs whom they said were the perpetrators of the recent murders of the white settlers.

In 1828 three companies of United States Infantry were sent to erect a fort at Portage and the Winnebago were thereafter held pretty well within bounds, comparatively little serious trouble being experienced, although there was always thievery and killing if the wily redskins thought they could do murder and get away with it.

At the outbreak of the Blackhawk war—a predatory war of the Fox and Sauk tribes against the white people—

the Winnebago, although always theretofore in arms against the Fox and Sauk, joined Blackhawk and, though professedly friendly to the government, they acted as spies to the Indians in arms during the entire campaign.

One of the U. S. Army officers in this engagement commented on the Winnebago and their treacherous characteristics thus: "The Winnebago is the reverse of the Menominee. Tall in figure, haughty in his mien, proud of his nationality and ever ready for war, he indulges in less drink and idleness, practices theft and murder and repulses the advances of the white man. We have too often seen his treachery and duplicity."

While the army was trailing Blackhawk, with a Winnebago brave, White Crow, acting as guide to Colonel Dodge, it was believed he was leading the army into an ambush, but the Indians were met at Wisconsin Heights and repulsed; and the later engagement at Bad Axe finished them. Blackhawk however escaped with another Indian, "the Prophet," to the Wisconsin River Dells, and found, for a while, sanctuary among the caves and retreats of that picturesque region. The Dells have many legends of the Sauk chieftain's flight through that region. Blackhawk and the Prophet sought refuge among the

Winnebago at Portage and then those faithful (?) allies betrayed them to the Army at Fort Crawford.

That seemed to close the active hostilities of the Winnebago, and after living under the protection of the soldiers at Fort Winnebago, at Portage and at Prairie du Chien, in 1840 the government concluded a treaty with the tribesmen whereby they were to be removed west of the Mississippi River, and then began their westward march. Down the Wisconsin they sailed, picking up the roving bands and scattered villagers until all were set ashore on the west bank of the Mississippi and started overland to an Iowa home.

Their further movement will be told in a later story about old Fort Atkinson in Iowa.

One of the contributions of the Indians to the civilization of the day, are the trails, the waterways, the camping places and trade routes which they had known and used since before history began; and it was over these old trails and through the waterways that the white-men-explorers, adventurers, missionaries and settlers followed the Indian. The roads the pioneers built followed the trails, and then the railroads followed the road. Always on this North American continent the Indian has been the trail-blazer.

Railroads and Their Competition

M. P. Schmidt,

Car Foreman Council Bluffs.

IN looking into the taxation of the Railroads and truck lines operating in Pottawattamie County Iowa, I find as follows:

The Railroads doing business in this county last year paid in taxes the sum of \$228,489.36 and the licenses taken out by the trucks in this county for last year amounted to \$52,013.23, and it is of course to be understood that these truck licenses are good in any county in the state as well as all other states, whereas the Railroads must pay taxes in every county they pass through.

The taxpayers of the county in addition have got to pay taxes for the building and upkeep of the highways used and ruined by the heavy truck loads hauled over them. The roads we built and paid for a few years ago are now in such condition that when we drive over them it puts us in mind of ocean waves.

Let us take a look at our own city, Council Bluffs, what would it have been had it not been for the Railroads? And what would it be if all railroadmen moved away from here? What income would our merchants have if they did not have the large number of railroad employes here who earn and spend their earnings here that they receive from the Railroads?

Could the merchants continue to prosper from the truck drivers whom we find sometimes stop here long enough to purchase a hot dog, a package of cigarettes or a plug of tobacco? And, in view of these facts, should not our merchants patronize the Railroads to the fullest extent?



Working the Jig Saws on the Olympian

Offering diversion to travelers on The Olympian the observation cars have been equipped with boxes of grotesquely appearing bits which, when properly assembled, depict scenes along the railroad and other objects. A sufficient number to provide entertainment for addicts and Kibitzers has been provided. Pictured above are two "fans" engaged in building the World's Fair, while observation car attendant Meredith Conley does a little Kibitzing.

Safety Appliances on

THE MILWAUKEE

F. H. Campbell, General Inspector

SINCE the earliest days of railroad-ing, there has been some form or other of Safety Appliances on railroad rolling stock.

In the year of 1895 the National Legislative bodies passed a law which made it unlawful for any railroad to use any car in Interstate Commerce that was not provided with secure grab irons and handholds in the ends and sides of each car, for greater security to men in coupling and uncoupling such cars.



F. H. Campbell

In 1898 another law was enacted which required railroads to equip their cars with automatic couplers, which would couple automatically

by impact and which could be uncoupled without the necessity of men going between the ends of the cars, and in the same year other laws were passed which required the railroads to equip their locomotives with power driving wheel brake and appliances for operating the train brake system, making it necessary to have a sufficient number of cars in train equipped with power or train brakes so that the engineer on the locomotive drawing such train could control its speed without requiring brakemen to use the common hand brake for that purpose.

Previous to the enactment of these laws, trains were stopped by trainmen climbing to the tops of the cars and setting hand brakes, and in cold stormy weather, this practice was not entirely satisfactory and considered extremely dangerous to those responsible for stopping the train. Each railroad had their own types of couplers and the old link and pin was very much in vogue.

Not until 1911 were many of the objectionable features of the so-called Safety Appliances overcome, when another law was enacted which compelled all railroads to adopt a common standard to all railroad cars, which provided for secure sill steps, ladders, running boards over the roofs of the cars, and efficient hand brakes, also previous to this Act the air brake percentage was increased so that not less than 85 per cent of all cars in any train must have their brakes used and operated by the engineer drawing such train.

These Acts were amended from time to time, which simplified matters for the railroads and created greater safety for the employes and traveling public.

Congress also authorized the Interstate Commerce Commission in 1902 to employ "Inspectors to execute and enforce the requirements of the Safety Appliance Act."

We have always endeavored to comply with the requirements of the Safety Appliance Act as required by law and pride ourselves on being one of the highest ranking railroads in this respect. We have gone to considerable expense to equip our cars and equipment with the most modern appliances for greater safety, and to educate employes in the proper maintenance of such appliances.

To the average person not familiar with railroading, the term Safety Appliance is just another form of Safety First, and rightly so, for to keep the Safety Appliances on cars and locomotives properly maintained is certainly a good Safety First move, and every Car Inspector or other employe having to do with Safety Appliances, is doing his bit, when he sees that the appliances are kept in good order at all times.

On the average car there are 269 different items which come within the Safety Appliance Acts, and range from the smallest cotter key to the air brakes. All of these items are carefully inspected whenever cars are interchanged to and from other railroads, and when trains arrive in terminals, where Car Inspectors are employed.

The Car Inspectors on our railroad are trained men; expert in detecting the smallest defect in any of the appliances on cars, and to keep these men proficient, they are given periodical examinations as to their knowledge of the Safety Appliance requirements.

In addition to inspection of the equipment by the railroad's own forces, the Interstate Commerce Commission have field inspectors who make regular inspections of the appliances on cars. The duty of these men is to inspect cars and air brakes, and any which are found defective are reported to the Bureau of Safety, Interstate Commerce Commission.

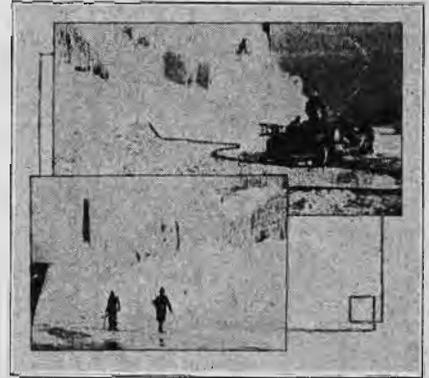
Any defects found by the I. C. C. Inspectors which are considered unsafe or dangerous are reported as penalty defects, and the railroad is penalized by a fine of \$100.00 for each and every case filed. Defects which are not considered dangerous and are not reported as penalty defects, are filed with the Commission who in turn reports the condition to the railroad management for correction.

We are proud of the fact that with very few exceptions the Interstate Commerce Commission Inspectors have not found it necessary to file violations for infringements of the Safety Appliance Acts.

We also take pride in our record attained in the past few years and in 1931 when a total of 39,517 cars were in-

spected by the Interstate Commerce Commission Inspectors, and less than one per cent were found to have safety appliance defects. This is one of the best records on any railroad in the United States, operating the same number of miles and with an ownership of over 70,000 cars.

Figures for 1932 have not yet been compiled, but indications are that in 1932, we did as well, if not better, than in 1931.



Fire on Goose Island, Chicago

ON THE late afternoon of February 9th, with the thermometer registering twenty degrees below zero, the coldest experienced in Chicago in thirty-five years, a fire broke out in a large grain elevator situated on what is known as "Goose Island" in the Chicago Terminals. The fire resulted from an explosion within the building, and was discovered by one of The Milwaukee Road switching crews when flames shot through the roof. One engine crew blew a fire signal and a yard clerk called the city fire department. Two engine crews went in immediately and in spite of the handicap of severe cold, ice and fire-fighting equipment that soon began to arrive on the scene, succeeded in pulling out a number of cars being made up in a train and only one car which was loaded with wheat but on which no shipping instructions had been issued, was damaged.

The two crews who performed splendid service in getting Milwaukee property out of the way of the flames were: engineer, W. Barrett; fireman, W. Manske; conductor, W. Phelps, and brakemen, A. Koch and L. Johnson; and engineer, B. Tallman; fireman, L. Kazmerzak; conductor, L. Paradise, and brakeman, W. Lowe and J. Hoch. It was a spectacular fire, with the roaring flames the volumes of water poured in and its immediate freezing into mountains of ice. The elevator was completely destroyed, but owing to a favoring wind, none of the company's property was damaged with the exception of the one car whose sides and roof were burned.

The Light Is Breaking

Lucille Millar

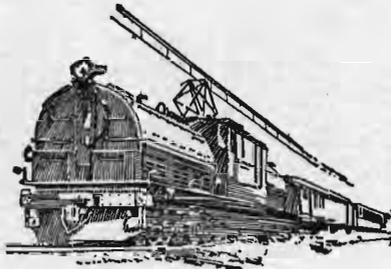
"The morning light is breaking,
While darkness disappears";
The Blessed Faith of that old hymn
Has traveled down the years.
And today it marks a symbol of
The clouds, now rolling by,
While the glory of the morning sun
Is lighting up the sky.
Oh, Blessed Morn, we welcome thee—
The dark has been so dense;
Light up the path, and guide for us
Our weary footsteps—hence!

Too Much

Sunday-school Teacher (reading of the deluge):
"And then it rained for forty days and forty nights."

Bright Pupil: "And were the farmers satisfied then, teacher?"

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



Railroads have always been an important factor in the industry of the country and leaders in the field of transportation.

The unfair competition by highway and waterway carriers, accentuated by prevailing conditions, has made serious inroads on the earnings of railroads, making the maintenance of their properties and the rendition of high-class service a difficult accomplishment.

Through "Ship by Rail" clubs and other similar organizations railroads are taking a leading part in the movement to place highway and waterway competition on a fair and regulated basis, realizing that must be done if the rail carriers are to survive.

A handwritten signature in cursive script that reads "J. D. Finich". The signature is written in dark ink and has a fluid, elegant style.

Vice-President

(Contributed by Chas. R. Hoge, Cashier, Galewood, Illinois) Chairman Chicago Terminal, Ry. Employes & Taxpayers Assn.



Real Supporters of the Ship-by-Rail Movement

Olson Rug Company of Chicago Use
Only Rail Transportation in the
Conduct of Their Business

THE Ship-by-Rail movement is gaining ground every day as Ship-by-Rail Clubs continue to form and add to their membership; and this is a story of one large manufacturing concern located on the tracks of The Milwaukee Road which is a strictly one hundred per cent rail shipper and receiver. The Olson Rug Company, situated at Diversey Boulevard and Crawford Avenue, Chicago, may be seen from passing trains on this railroad, has a large private siding with a capacity of forty-eight cars reaching into their plant; and the only methods of transportation which the Olson Company use are the three forms of railway service, namely: freight, railway-express and parcel post; and so great is the volume of inbound and outbound traffic at this plant that the Railway Express has established a regular agency at the factory. Moreover their inbound and outbound LCL freight is so heavy that all railroads in Chicago load through "trap cars" direct to the receiving doors of the Olson Company. The Olson Company recently took out of service an Olson owned heavy duty motor-truck tractor and several trailers in favor of the trap car service; so that instead of trucking any freight whatever to the various freight houses around Chicago the entire bulk moves by rail. Suburban deliveries, also, regardless of weight, are now handled

by Railway Express instead of Olson owned delivery trucks. All orders for the metropolitan district of New York City are given a store-door delivery service by using a combination of LCL freight service and express. The efforts and energies of the Olson Company, in this respect, are directed in every instance toward promoting rail transportation; and rail employes are to be congratulated on having such a champion of real service as the great Olson Rug Company.

Of course Olson rugs are known over the length and breadth of this land. Every American housewife knows that if she has old rugs, old woolen material, discarded rags and clothing, she can send it to the Olson reweaving factory and get beautiful new rugs at half the



In the Rug Reweaving Rooms

cost of buying brand new floor covering. The course of treatment of this "reweaving" process is interesting from the time the old rugs reach the factory through the receiving door that opens to the railroad track until the new rug in all of its freshness is wrapped and sent out of the shipping door where the Railway Express Agent sends it on its way over the rails.



A Receiving Door at the Rug Reweaving Plant

The Olson catalogue is a familiar friend in the households of this country, and is easily obtained by writing to that company's Chicago office; it contains careful instructions for sending in old material by rail shipment. This instruction page of their catalogue is an excellent example of the manner in which that company lives up to its "Ship-by-Rail" slogan.

In these days of severe competition, railroad people may well reflect that in the case of the Olson Company every purchase of a rug from them means two distinct rail movements—one on the old material and one on the return of the new rug; and likewise, there are shipments of coal and supplies that also come in by rail, to help along the business of the railroad.

How to Influence People

EXCERPTS from a lecture delivered by Mr. S. F. Racine, Certified Public Accountant to a group of students at the Western Institute of Accountancy, Commerce and Finance, Seattle, Wash.

A number of years ago, I went East on the Milwaukee train just before Thanksgiving. A year afterwards, also just before Thanksgiving, I made a second trip East. As I stepped up into my car, the Pullman conductor spoke to me and said,

"I am glad to see you going East with us again."

I thought this was just a casual remark and paid very little attention to it. I was taken to my section and shortly afterwards visited the dining car. The steward came over and shook hands with me and expressed appreciation of the fact that I was travelling with them again and said that I could have my same waiter. He then took me over and placed me at one of the tables. Shortly, the colored waiter came in and said,

"Well, well, I am sure glad to see you again."

I asked him how he remembered me. "Why, man, I would know you if I just saw the back of your head. You went East with us just about a year ago."

Realize the enormous number of people these employes meet during the year. Yet, notwithstanding this, they remembered many of them and they took it upon themselves to make mention of the fact when I came into the car a year afterwards.

But the best part of the story is to follow. Two more years rolled by and I was walking down Jackson Street and passed a colored gentleman who indicated a desire to speak to me but hesitated about so doing. I remembered him as the porter that had charge of my Pullman car three years before on my first trip East. He said:

"I hoped you would speak to me. You know how it is, a colored man feels a little backward about speaking, but I remember you when you went East three years ago and wanted to say hello."

Now, let's spend a moment in consideration of these various employes of the Milwaukee Railroad. Isn't it true that they have bound me, by ties that simply cannot be broken, to the Milwaukee Railroad? And, isn't it true, that I must necessarily favor the Milwaukee Railroad simply on account of the interest that they took in me?

Appreciated the Service

A letter recently written by a passenger on No. 16 out of Tacoma, enroute to Spokane, comments favorably on the excellent service and courteous attention of the train crew, special reference being made to the brakeman coming into the coach a number of times to inquire if the passengers were comfortable and if the car was warm enough. This passenger said that not only she herself, but many of the other passengers remarked on the courtesy and attention of the trainmen. The crew in charge of that train were: conductor, W. S. Johnson; brakemen, W. A. Stoilker and F. W. Weller.

The Agricultural and Colonization Department

Malting Barley

FARMERS near Edgerton, Wisconsin, and a large maltster in Milwaukee have found that it pays to cooperate. Malting barley must be an approved variety, harvested and handled in a manner whereby the threshed grain will meet the demands of malt houses. It costs more to produce malting barley than it does feed barley, therefore, the farmer who does a good job of producing this quality of grain is entitled to a premium over feed prices. Thus the need for cooperation.

In 1931 an experimental plan of cooperation between several farmers growing malting barley near Edgerton and a Milwaukee malting company was tried out. It resulted in the sale of over 12,000 bushels of barley for this special trade. The farmers grew what the maltster wanted and for doing so got about five cents a bushel premium. In 1932 this cooperative experiment was extended so that the maltster secured some over 60,000 bushels of malting barley from this and a nearby station.

The extension service of the College of Agriculture and the Agronomy Department have been assisting in this campaign and now are about to offer it to three additional communities in the good barley growing districts of Wisconsin. The points of contact have been selected and soon farmers and the maltster will sit down together working out plans whereby each will mutually benefit in this cooperative barley growing project.

Farm Inquiries Growing

SINCE the beginning of 1931 there has been a constantly increasing interest in the "Back-to-the-land" movement. At present such interest is greater than at any time during the past fifteen years. It is not confined to any one area. It is Nation-wide.

Records from our office, though not complete, do help to substantiate the foregoing statements. In 1931, we received approximately 2,500 inquiries for farm lands or farm homes. This past year 4,662 individuals wrote inquiring about farms along our lines in response to a small advertising campaign, many inquiries came from other sources and an average of around three personal calls per day were made in the office. In all, considerably more than twice as much interest in farms was evidenced in 1932 as compared with 1931 right in our own office.

Washington Berries

AN inquiry from one of the midwest canning companies developed some interesting information about berry production in the state of Washington.

Practically all the blackberries, raspberries, strawberries and loganberries

grown in the state for commercial purposes are produced in nine western counties, namely, Clark, Cowlitz, Lewis, Thurston, Pierce, King, Whatcom, Snohomish, and Skagit. All but two of these counties are served by The Milwaukee Road.

Figures of a late year's production show that these counties produced 7,092 tons of blackberries, 5,712 tons of raspberries, 4,564 tons of strawberries, and 197 tons of loganberries. In 1932 it was estimated that 300,000 cases or approximately 1,000 carloads were grown.

Like all other things, during the past year the growers received from 1 to 1½ cents a pound for their crop, whereas in ordinary years, they are paid from 3½ to 5 cents a pound for the fresh



Picking Berries in the Thrifty Washington Fields

fruit.

The Midwestern Canning Company, seeking the foregoing facts, confidently believe normal business conditions will prevail in due time. When that time comes and with normal expansion in population there should be an enlarged demand for processed fruits. They are looking forward and preparing for the future.

Kittitas Valley New Lands Farms Rapidly Proving Agricultural Worth

AT the beginning of the past crop year, about 70,000 acres of land were added to the irrigated farms in the Kittitas Valley. These new lands were formerly a paradise for sage brush and jack rabbits.

The first crop has been harvested from these new lands and for variety and yield the crops vindicated the judgment of those who could see agricultural wealth in the lands when water was available. The Kittitas High Line Canal, with its laterals, have now made much of these 70,000 acres a permanent "blooming" field as the yields of the first year's crops are recorded.

Bernice Koreski grew 30 varieties of flowers in her father's farm yard the first year of cultivation and her first in growing flowers. On the Claud Catlin ranch Mastadon strawberries measuring

one to one and a half inches in diameter tempted the appetites of all who saw them. From the Dr. J. H. Mundy farm perfection seed peas yielded about 50 bushels per acre. Representative yields of barley varied from 50 to 70 bushels per acre; oats 70 to 80 and wheat 39 to 60 bushels.

Claude Carlot exhibited at the Ellensburg Fair this past fall, potatoes grown on this new land. His exhibit won first prize for commercial potatoes, first for bakers, and first and second for sweet potatoes, and his exhibit competed with those of growers who had farmed some of the older irrigated lands for many years.

This new land, watered for the first time, has in one season clearly demonstrated its farm worth. It is rapidly establishing a reputation all its own that will bear searching comparison, and yet it is a fact that there are still some farms that may be purchased at prices in keeping with the times.

Part Time Farming

SOME years ago, one of America's leading automobile manufacturers suggested that employes in large industrial plants would materially benefit themselves by producing at least a part of their living on lands near the factory. In brief, he advocated part time farming for many city workers.

Since that recommendation was first made, the idea has gradually gained momentum. Today mine owners, lumbermen and others are seriously studying the plan. Inquiries have come to us asking where desirable lands are avail-

(Continued on Page 10)

WHAT WOULD YOU DO?

If you could sell your farm today for a fair price, all cash, what would you do?

WHERE WOULD YOU GO?

How would you invest your money safely and profitably? Folks in the city can't tell you; you don't know; your neighbor doesn't know.

The best place at this time is where you are right now.

Answer the question to your own satisfaction,—if you sold your farm today for all cash, what would you do?



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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CARPENTER KENDALL, *Editor*

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

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RAILROADS' NET FOR 1932 IS ONLY 1.25 PER CENT

Class I railroads in 1932 had a net railway operating income of \$334,324,999, which was a return of 1.25 per cent on their property investment, according to complete reports for the year just filed by the carriers with the Bureau of Railway Economics.

The net railway operating income in 1931 was \$537,945,488 or 2.00 per cent on their property investment.

Property investment is the value of road and equipment as shown by the books of the railroads, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals but before interest and other fixed charges are paid.

This compilation as to earnings in 1932 is based on reports from 167 Class I railroads representing a total mileage of 242,138 miles.

The reduction in the net railway operating income in 1932, compared with the preceding year, resulted from a decline in traffic largely resulting from business conditions that existed during the year. The reduction would have been much greater, however, had it not been for drastic reductions which the rail carriers made in their operating expenses.

Operating Expenses Cut 25.5%

Compared with a reduction in 1932 of more than 24 per cent under 1931 in the volume of freight traffic carried by the railroads, was a reduction of 25.4 per cent in the gross revenues and a decrease of 25.5 per cent in operating expenses.

Passenger traffic in 1932 was the smallest for any year since 1900. Passenger revenues in 1932 amounted to \$377,094,345, which was a decrease of \$173,906,628 or 31.6 per cent compared with 1931.

Gross operating revenues of the Class I railroads in 1932 amounted to \$3,161,928,659 compared with \$4,236,421,341 in 1931, a decrease of 25.4 per cent. Operating expenses in 1932 totaled \$2,429,385,918, compared with \$3,259,295,115 in 1931, a decrease of 25.5 per cent.

Class I railroads in 1932 paid \$279,284,244 in taxes, a decrease of \$28,723,-

397 or 9.3 per cent under the total tax bill of the Class I railroads in 1931.

59 Carriers Operated at a Loss

Fifty-nine Class I railroads operated at a loss in 1932, of which seventeen were in the Eastern, fifteen in the Southern and twenty-seven in the Western District.

For the month of December, 1932, the net railway operating income of the Class I railroads amounted to \$32,856,895, which was at the annual rate of return of 2.01 per cent on their property investment. In December, 1931, their net railway operating income was \$27,618,392 or 1.68 per cent on their property investment.

Gross operating revenues for the month of December amounted to \$246,062,200 compared with \$288,645,768 in December, 1931, or a decrease of 14.8 per cent. Operating expenses in December totaled \$188,205,333 compared with \$235,206,477 in the same month the year before, or a decrease of 20 per cent.

In the Western District—Class I railroads in 1932 had a net railway operating income of \$87,809,808, which was a return of 0.79 per cent on their property investment. In 1931, the railroads in that district had a net railway operating income of \$215,264,584, a return of 1.92 per cent on their property investment. Gross operating revenues of the Class I railroads in the Western District in 1932 amounted to \$1,164,001,500, a decrease of 27.1 per cent under the year before, while operating expenses totaled \$917,099,835, a decrease of 23.7 per cent compared with 1931.

For the month of December, the net railway operating income of the Class I railroads in the Western District amounted to \$7,127,991. The net railway operating income of the same roads in December, 1931, totaled \$9,805,554.

CLASS I RAILROADS—UNITED STATES

12 months ended Dec. 31

	1932	1931
Gross operating revenues.....	\$3,161,928,659	\$4,236,421,341
Operating expenses	2,429,385,918	3,259,295,115
Taxes	279,284,244	308,007,641
Net railway operating income.....	334,324,999	537,945,488
Operating ratio—per cent.....	76.83	76.94
Rate of return on property investment—per cent.	1.25	2.00

Program for Dealing with Highway Transportation

From address by Samuel O. Dunn, Editor, Railway Age, before Southwest Lumbermen's Assn., St. Louis.

WHAT the owner of an automobile or light truck should pay for using the highway is one question. His use of it is an ordinary public use. What the operators of buses and trucks should pay is an entirely different question. They use the highways for commercial transportation for their own private profit in direct competition with the railways. Clearly therefore they should be required to pay rentals for such use sufficient fully to reimburse the public for all costs incurred by it in providing and maintaining highways for their use, and thereby largely reduce the taxes paid by the general public for highway purposes.

"The railways have presented to the public, and are presenting to Congress and the state legislatures, a program for dealing with highway transportation which may be briefly summarized as follows:

"First. Pass legislation requiring those who carry on commercial transportation on the highways to pay for their use in proportion to that use and to the costs it causes the public. This is misrepresented as a demand for increased 'taxation' of highway transportation. A proper charge for the use of a highway or any other public property for private profit is not a tax, but a rental. As long as those who use the highways for commercial transportation do not pay adequate rentals for their use they are not paying any taxes, properly so called, at all.

"Second. Apply comparable regulation to the service and rates of railways and competing carriers.

"Third. Allow the railways to engage in highway transportation upon the same terms as others, in order that there may be developed co-ordinated rail-highway transportation which will give the public the best service at the lowest practicable cost.

"The program of the railways is constantly misrepresented by propagandists of the truck and bus interests as an attack upon all highway users, including owners of private automobiles and light trucks. Its adoption will not affect owners of private automobiles and light trucks at all, unless by reducing the part of highway costs they have to pay and by increasing safety upon the highways.

"Truck transportation has become an indispensable and valuable agency in terminals and for short hauls; but to continue to foster long distance truck transportation by subsidies and lack of regulation will undermine the ability of the railways to render service that they only can render, and will completely destroy the publicity, stability and equality of freight rates which have become essential to the nation's commercial welfare."

Otto Schwarz

OTTO SCHWARZ, draftsman in the Engineering Department, died at his home in Chicago on February 16. He was born in Guben, Germany, January 9, 1859, and graduated from the German Technical School at Frankfort in 1877.

In 1881 he came to America and entered the employ of Rand McNally & Co., in Chicago, as a map draftsman. In 1885 he secured a position with the Milwaukee Railroad in its general offices in Milwaukee under Mr. D. J. Whittemore, Chief Engineer, and remained a faithful and loyal employe until his death.

He was especially qualified for doing fine map work and established a record for accuracy which won for him the confidence of his employers. During his long service he made many friends who esteemed him highly. His fellow workers extend their sincere sympathy to Mrs. Schwarz and members of the family.

Ship-by-Rail Association

Appear Before Washington State Senate

ABOUT a thousand "Ship-by-Rail" Association members, including many from the White-Henry-Stuart Bldg. unit, invaded Olympia Thursday evening, Feb. 2nd, by means of a special train, and appeared before the road and bridge committee of the State senate on behalf of Senate Bill No. 63, proposed motor vehicle regulatory and tax measure.

Mr. Lewis B. Schwollenbach, prominent Seattle attorney, very ably presented the employes' case and as other interests, including Puget Sound boat lines, manufacturers and tax-payers generally, also appeared in favor of the bill, it is felt that reaction of the Senate Committee was quite favorable.

In this connection, we should not overlook a word of appreciation for our smiling Lt. Governor, Vic Myers, who came to the Senate chamber about an hour before the appointed time and certainly proved himself a worthy host.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Members Entered on Pension Roll October and November, 1932

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the months of October and November, 1932:

Name	Occupation	Division or Department
Charles Anderson	Blacksmith	Minneapolis Shops
Chris J. Thiele	Carpenter Foreman	Superior Division
John H. Wagar	Switchtender	Chicago Terminals
William J. Banks	Machinist	Milwaukee Shops
Daniel W. Darling	Operator and Leverman	H. & D. Division
George Ellison	Carman	Dub. & Ill. Division
Joseph Janda	Machinist	LaCrosse & Riv. Division
Charles Leak	Boilermaker Helper	Milwaukee Shops
Joseph Moskalik	Laborer	Milwaukee Shops
Ole P. Skramstad	Machinist Helper	Milwaukee Shops
Lee F. Smith	Machinist	H. & D. Division
Austin D. St. Clair	Machinist	Minneapolis Shops
John F. Wolf	Blacksmith	Terre Haute Division
		Milwaukee Shops

M. J. LARSON, Secretary-Treasurer.

SAFETY CONTEST RECORD—1932

The following shows the names of the officers who occupied first place in their respective groups in the safety contest for the year 1932:

Name	Title	Division
J. A. Macdonald	Superintendent	Madison
P. L. Mullen	Master Mechanic	Dubuque & Illinois
F. J. Swanson	General Car Dept. Supvr.	Northern District
N. H. Fuller	Asst. Supt. (classed with Trainmasters)	Rocky Mountain
P. H. Hughes	Traveling Engineer	Dubuque & Illinois
B. O. Johnson	Division Engineer	H. & D.
T. McMahon	Roadmaster	La Crosse & River
O. E. Blake	Chief Carpenter	Trans-Missouri
G. W. Dahl	General Yardmaster	Dubuque & Illinois
J. P. Fahey	Agent, Large Frt. Hse.	Minneapolis, Minn.
J. C. MacDonald	District Storekeeper	Southern District
O. J. Fohey	Signal Supervisor	Marion, Iowa
V. S. Brokaw	Asst. Engineer	Evanston Track Elevation
Al Pentecost	Locomotive Shop Supt.	Tacoma, Washington
L. B. Jensen	Passenger Car Shop Supt.	Milwaukee, Wis.
John Reinehr	Shop Supt.	Tomah Shops

The contest figures show that Mr. F. J. Swanson, General Car Department Supervisor for the Northern District, carried his forces through the entire year, working 992,419 man hours without a reportable or lost time injury. This was the most outstanding record made last year and Mr. Swanson very modestly comments on this record as follows:

"All the foremen in my charge take their safety work very seriously, which has gone a good way towards avoiding bad accidents. For some-time back we have held formal standard investigation with each minor injury, and this alone, I feel, has gone far towards bringing our safety work near the 100% goal which we all are striving for."

The supervisors and employes of the Car Department in the Northern District deserve much credit for the very commendable record accomplished.

The personal injury figures for the month of December and the year 1932 are as follows:

	December, 1932			December, 1931			Incr. or Decr.		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	2	14	4	..	9	5	+ 2	+ 5	- 1
Lines West	..	1	2	..	1	1	+ 1
System	2	15	6	..	10	6	+ 2	+ 5	..

An increase of 70% in reportable cases.

	Year, 1931			Year, 1932			Incr. or Decr.		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	18	137	73	8	135	110	+ 10	+ 2	- 37
Lines West	1	33	20	1	22	20	..	+ 11	..
System	19	170	93	9	157	130	+ 10	+ 13	- 37

An increase of 14% in reportable cases.

A Thirty-Five Year Record

Section Foreman B. A. Jenkins of Springville, Iowa, on the Iowa Division, has completed approximately 35 years without an accident to himself or to any of the men under his supervision.

This is a very good record and it is the intention of Mr. Jenkins to continue it indefinitely.

Naval Reduction

"And how is your husband getting on with his reduction exercises?"

"You'd be surprised. That battleship he had tattooed on his stomach is now only a row-boat."



Mileage Books Are Back

SPENDING American dollars for American travel, this young lady is shown purchasing mileage book No. 1, from Mr. Cliff Keith, City Ticket Agent for the Milwaukee Road at Chicago.

Scrip books issued at reduced rates and good for travel on all western lines are again on sale. Books with face value of \$108 may be purchased for \$81 and smaller books worth \$72 may be had for \$54. Both are good for a year. Three hundred pounds of baggage, double the usual allowance, will be transported for holders without charge. Similar books were in vogue before the World war. The saving offered is expected to attract the railroads many salesmen now using autos.

Suppose the Railroads Tried This?

Reprinted from the *Illinois Central Magazine*

THE following is quoted from a full-page advertisement that recently appeared in the *Jackson (Tenn.) Sun* under the heading of "Would Not the Railroads Be Justified in Sending Out the Following Bulletin?"

The imaginary bulletin was worded as follows:

"The railroads today decided that the several transportation agencies which have been adopted by the United States should, as nearly as possible, work under the same conditions. The railroads, in the future, will pay no taxes to the federal government, to any state, to any city or town, or to any school, road, or drainage district. The railroads admit with regret that this step will result in the closing of a large number, if not all, of the schools. It is also likely that many towns, and counties, and states will be unable to meet the interest and principal on bonds issued and that insurance companies and banks will be seriously affected, which further means that practically all of the citizens of the United States will undergo increased financial distress. The railway managements are extremely sorry that they have been forced to this step.

"In the future the railroads will not run passenger trains unless there are sufficient passengers to justify it, thus at once curtailing losses even though the traveling public is inconvenienced. They will not run a freight train until enough freight has accumulated to warrant it. Furthermore, certain classes of traffic will not hereafter be accepted, as they cannot be handled profitably. This is simply an adoption of the rule followed by highway, waterway and air transportation. The railroads admit that this change in the method of running trains will increase unemployment and will increase suffering, not only to the railway employes but to the public in general. However, for self-protection it seems the only way out.

"In the future the railroads will discontinue giving free transportation and free service to religious denominations, orphans' homes, homes for the blind, the aged and the infirm. The railroads regret the necessity of withdrawing this support from charitable and religious institutions of the United States, but the attitude of the American public has forced the railroads to discontinue this contribution.

"The railroads will no longer stand the expense of development departments, through which agency they have attempted to locate new industries, aid the farmers and help build up the country in general. The railroads feel that since the highways and waterways are beneficiaries also, and since they are the creatures of the government, the expense of this progressive effort should be placed upon the taxpayers.

"It has been further decided by the railroads that in the future they will

ignore the Interstate Commerce Commission and the various state commissions and that they will make such rates and charges as may be advantageous to themselves. The large shipper will be given preference over the small shipper if it seems advisable, and one community will be given entirely different rates and service from those received by another community if it should appear to the railroads that it is to their interest to do so.

"In the future the railroads will not have any certain standards of pay. They will hire, for the lowest possible price, only such men as may be needed at the time. This, of course, is a radical step, but not more radical than the attitude taken by the government and the public toward the existing transportation systems.

"The railroads wish to repeat that nothing but necessity has forced them to adopt the course above indicated. The chaotic conditions which will ensue are to be greatly deplored, but the voice of the majority must rule, which forces the railroads to adopt the first law of nature—self-preservation."

The message closed with the following serious comment upon the Jackson situation:

"The families of a great many people in Jackson are dependent upon the railroads. In fact, nearly all of our population is in some measure affected by the ability of the railroads to employ labor, to pay taxes and to buy materials.

"We, the railroad people of Jackson, earnestly plead that every citizen support those merchants who have their goods shipped—not in part by railroads and in part by trucks and barge lines, but who use the railroads for the entire haul. We ask you to give this support to those dealers who are using the railroads exclusively in bringing their sugar, and gasoline, and flour, and other commodities into Jackson so that they can sell them back to us. This is vitally important to those whose daily bread is at stake!"



Hazel Jean, Granddaughter of R. M. Division Engineer J. T. Butler

Part Time Farming

(Continued from Page 7)

able, how the plan may be set in operation and so forth.

Surely some plan can be evolved whereby employer and employe can mutually benefit from this part time farming.

Our President-Elect, Franklin D. Roosevelt, was recently quoted in the press as having said that at least 5,000,000 American families must find their way back to the land from their impossible present city environment. In a large measure, his recommended development of the Muscle Shoals Power Project and its surrounding area is based upon an interlocking of industry and agriculture whereby both may mutually benefit from the progressive development of each. And he does not stop by only recommending the development of the Tennessee Watershed. He says, "If it is successful, and I am confident it will be, I think this development will be the forerunner of similar projects in other sections, particularly in the Ohio and Arkansas valleys and in the Columbia River Basin of the Northwest."

Ten Business Commandments

1. Thou shalt not wait for something to turn up; but thou shalt pull off thy coat and go to work, that thou mayst prosper in thine affairs and make the word "failure" spell "success".
2. Thou shalt not be content to go about thy business careless in dress, for thou shouldst know that thy personal appearance is better than a letter of recommendation.
3. Thou shalt not try to make excuses, nor shalt thou say to those who chide thee, "I didn't think".
4. Thou shalt not wait to be told what thou shalt do, nor in what manner thou shalt do it, for thus may thy days be long on the job which fortune hath given thee.
5. Thou shalt not fail to maintain thine own integrity, nor shalt thou be guilty of anything that will lessen thine own respect for thyself.
6. Thou shalt not covet the other fellow's job, nor the position he hath gained by his own hard labor.
7. Thou shalt not fail to live within thine income, nor shalt thou contract any debts which thou canst not see thy way clear to pay.
8. Thou shalt not be afraid to blow thine own horn, for he who faileth to blow his own horn at the proper occasion findeth nobody standing ready to blow it for him.
9. Thou shalt not hesitate to say "no", when thou meanest "no"; thou shalt not fail to remember that there are times when it is unsafe to bind thyself by a hasty judgment.
10. Thou shalt give every man a square deal, this is the last and greatest commandment, and there is no other like unto it. Upon this commandment hang all the law and profits of the business world.

THE MILWAUKEE RAILROAD WOMEN'S CLUB



"Jack" and the Aberdeen Chapter Porkers

Hogs and Some Other Things

Gene Gillick

BELOW is the story of the hogs purchased by Aberdeen Chapter, fattened, butchered and distributed.

In the spring Mr. Jack Schmutzler, our Stockyard Foreman, purchased for the Women's Club here (at our expense), 9 hogs at \$1.50 each, each weighing at the time around 100 lbs. These hogs were brought into the Yard to be sold, and as Mr. Schmutzler is always watching for opportunities to help us out, he saw where we could buy them and feeding them this summer, could have plenty of work for our people this winter at a reasonable cost.

The next thing was a place to keep them so that they would be properly taken care of. After looking around found that one of our baggage-men, John Pierson, could place them on a farm about 20 miles out of Aberdeen to be taken care of. We promised the farmer who took care of them one of the hogs for his trouble, when we got ready to butcher.

Before taking them all out to the farm, one of the hogs was given to a fireman who owns a house outside of the city limits, where he could keep it. This man has had very little work for the past two years, and does all kinds of odd jobs to keep his large family together. He has a wife and 7 children. (We sent one of his little girls to the Scout Camp this summer as she needed the open air and milk.) The meat from this hog after it was butchered will keep him all winter and the lard rendered is also an asset.

One hog was given to a colored man, who also lives on the outskirts. This man formerly worked in the cinder pit, has a wife and four little children ranging from 2 to 6 years. This is the party whom we also bought 100 baby chicks for in the spring—he has eggs from them now, and is selling some of them, and these chickens were the start of a little living for him. He will never work for the company again, as we have a crane in the pit.

This left us 7 hogs to raise, including the one we would give the farmer. John has a Ford (that runs both ways); he took the hogs out to the farm, two at a time, in a trailer attached to his Ford until they were all housed for the summer. The farmer had plenty of skimmed milk to feed them, and the corn was practically given to us, as most of the farmers are burning their corn, as they get no price, and cannot afford to buy coal. We paid for John's gas going back and forth, and also a little time he lost not working, which amounted to very little.

They fattened nicely, then John and his father and several of the other men of the families whom we were helping, began to butcher, two at

a time until we had them all dressed.

After the six hogs were butchered, heads were taken off, and a lot of the skin trimmed, etc., we had 1,500 pounds of pork, and have so far distributed it in this manner, we have given 21 families 30 pounds of pork each, and 40 families 15 pounds of pork each, and still have about 275 pounds in the cold room of the Creamery here which we will dispense as we need it. It is frozen stiff so it will not spoil. The heads were taken by some of our people, who wanted them (they weighed about 40 pounds each), and this pork ground and mixed with beef makes good head cheese, they call it. (I don't know as I have ever eaten it???)

The other three hogs weighed between 250 and 300 pounds on the hoof, and these three families will surely have pork and lard. If we would have had to buy all this meat for our people, it would have cost a lot, and I feel that we have saved about \$300.00 with little trouble and little cost.

Then, we have lots of potatoes that we bought at 25 cents a bushel, and as our people raised potatoes, we haven't given out many of these, but they are also in a cold room, and we will begin dispensing them shortly.

Between the meat, potatoes, onions and rutabagas, cabbage, etc., that we bought, it cuts down our grocery bills. Then all of our men are working on some project around here, and make \$7.70 a week—(this is the county Reconstruction Finance); this pays their rent, lights and part of their groceries, so we are going to make it fine and have money left. Know that we won't have to ask Chicago for any money.

Mobridge Chapter

Mrs. Geo. B. Gallagher, Historian

An unusually large number of this Chapter's members attended the meeting on Monday evening, January 23.

The meeting was presided over by our president, Mrs. I. L. Dickey, and the reports of various committees were read and accepted.

In spite of the present financial stress and strenuous times, the relief work here has been carried on very successfully and Mrs. Dickey and Mrs. Stock deserve special credit for their untiring effort in the past weeks.

A nominating committee was appointed by the president at this meeting. On this committee three past presidents, Mrs. Rothman, Mrs. Conger and Mrs. Moran were appointed to serve.

After the conclusion of the business meeting the club members were most royally entertained by Rolland Lease, Harold Goodness, Perry Ellis, Milton Stienecker and Donald Robison, who under the direction of Rev. F. W. Bruins, presented a one act comedy, "A Fiance for Fanny."

During the social hour lovely refreshments were served by Mrs. Percy Sherman, Mrs. H. L. Benz and Mrs. A. R. Phillips.

Madison Chapter

Mabel Davy, Historian

MADISON chapter held its regular meeting Wednesday, November 9th, in the club rooms.

An all-day sewing bee, under the supervision of Mrs. Killian, is held in the club rooms every Wednesday. A pot luck luncheon is served at noon. At the present time we are busy making quilts. Two of our Mazomanie members, Mrs. Parrell and Mrs. Broderick, recently attended one of these "bees."

In addition to our regular work, we served a public luncheon Thursday, November 17th. Mrs. Henry Carter was chairman of the committee.

Mrs. Scherneck, chairman of the public card

party held November 30th, reported a profit of \$17.00.

Thanksgiving baskets containing ample provisions for a good dinner, were sent to eleven families.

December Meeting

The regular meeting of Madison chapter was held in the club rooms Wednesday, December 14th, with Mrs. Scherneck presiding.

Reports of the secretary and treasurer were read and accepted as read.

At this time we voted to give ten dollars to the Salvation Army.

Mrs. Scherneck requested the members to report the names of families who are in need of Christmas baskets.

Plans were made for a Christmas Party to be given Wednesday, December 21st.

There being no further business the meeting was adjourned and the sewing and quilting were resumed.

Refreshments were served at the close of the afternoon.

On December 14th, a daughter, Marilyn Florence, was born to Mr. and Mrs. Chauncey Mahaffey. Mr. Mahaffey is our Perishable Freight Inspector.

Murdo Chapter

Mrs. Matt J. Anderson

MURDO chapter held its annual Christmas party on December 22, making it a family party, this year. A treat of candy and fruit was given to the children, and refreshments were served to all. A brother brought a big spruce tree from Rapid, setting it up in the street near the club house. The power company wired the tree, the club furnishing bulbs. It was a pleasure to all, as it was the only street tree in town this year.

The apples brought in from Washington filled a big need. They were first class, and a box went to every family.

Madison (S. D.) Chapter

Mrs. C. A. Berg, Historian

MADISON Chapter entertained railroad employes and friends at a card party Nov. 22nd. Tables were arranged for bridge, whist and rummy. Roy Wood won the prize in the bridge group, Mrs. Henry Campbell was winner at the whist tables and Mrs. William Tyler won the prize among those who played rummy. Lunch was served by Mrs. Claude McAdams and Mrs. Roy Wood.

Dec. 13th there was a good attendance of members at the regular meeting. Mrs. M. L. Adkins, president, presiding. During the business session attention was called to certain relief needs. Plans were made for Christmas cheer to be distributed to railroad families during the holiday season. A social hour followed and lunch was served by Mrs. Roy Wood and Mrs. M. L. Adkins.

Dec. 24th the club distributed Christmas baskets to twenty-four railroad families.

Dec. 29th the club served lunch to the members of the Ship by Rail Club, the proceeds to be used in furthering charitable and relief work among families of needy employes.

Kansas City Chapter

Mrs. E. G. Woodward, Historian

THE regular monthly meeting of Kansas City Chapter was held February 2nd at the home of Mrs. Van Buskirk, presided over by the president, Mrs. D. R. Davis.

Reports were given and approved: Membership, 126; welfare, 60 calls made in December. Christmas cheer in the form of baskets of groceries were delivered to 16 families consisting of 60 people.

During January 39 calls were made and aid given nine families.

The meeting was honored by the presence of Mrs. Kendall and Miss Lindskog of the General Board, who gave us interesting and helpful advice which was much appreciated.

SUMMARY OF ACTIVITIES April 1 to December 31, 1932

Amount expended for Welfare and Good Cheer.....	\$18,530.16
Estimated value of donations of Clothing, Food and other articles, received and distributed by chapters, which did not require an expenditure from their funds.....	2,605.82
Number of Welfare and Good Cheer Calls made.....	23,149
Number of messages of Cheer and Sympathy sent.....	2,295
Cleared on Ways and Means Activities.....	6,687.30
Total paidup membership on December 31st.....	10,491
Balance in all treasuries on December 31st.....	30,502.36
Expanded by Chapters having circulating libraries for new books.....	533.18
Cleared on Book Rentals.....	568.47
Number of books loaned to members.....	9,361
Included in the above named expenditure for welfare are donations to chapters from the following funds:	
General Governing Board Relief Fund.....	4,912.25
Veteran Employees' Association Relief Fund.....	1,235.69
Chicago, Illinois, January 30, 1933.	

Month of December, 1932

Amount expended for Welfare and Good Cheer.....	\$ 6,702.62
Estimated value of donations of Clothing, Food and other articles, received and distributed by chapters, which did not require an expenditure from their funds.....	977.42
Number of families given aid.....	3,192
Approximate number of persons in families given aid.....	12,495
Number of Welfare and Good Cheer Calls made.....	6,000
Number of messages of Cheer and Sympathy sent.....	566
Cleared on Ways and Means Activities.....	1,648.83
Total paidup membership on December 31st.....	10,491
Balance in all treasuries on December 31st.....	30,502.36
Included in the above named expenditure for welfare are donations to chapters from the following funds:	
General Governing Board Relief Fund.....	2,215.00
Veteran Employees' Association Relief Fund.....	168.11
Chicago, Illinois, January 30, 1933.	

At the January meeting plans were discussed and adopted for a benefit card party to be given January 19th at the home of Mrs. Woodward. All departments were well represented at this party and many who were unable to attend purchased tickets. After the cards, refreshments were served and a delightful evening was spent.

The entertainment was closed with a free drawing for a beautiful table lamp donated by the Kansas City Power & Light Company. The net proceeds of the party were \$31.25.

Officers were elected for the coming year as follows: president, Mrs. D. R. Davis; 1st vice-president, Mrs. E. G. Woodward; 2nd vice-president, Mrs. Lawrence Kalen; treasurer, Mrs. C. H. McCrumb; corresponding secretary, Mrs. Addison Hardy; recording secretary, Mrs. E. R. Morrison; historian, Mrs. W. B. Cozad.

Cedar Rapids Chapter

Mrs. Myrtle Chermak, Historian

THIS is Cedar Rapids Chapter broadcasting from its club rooms in the Milwaukee R. R. depot. We are starting on the new year and hope that prospects will look much brighter. We closed our year of 1932 on December 19th with a wonderful Christmas party, all members and families of employes being present, with Mr. C. L. Sherwood, local passenger agent, and Mrs. Sherwood as guests of honor. The guests were entertained with songs and jokes by Denipsey Jones, and community singing of Christmas carols led by Miss Dorothy Roberts. There was a large Christmas tree in the waiting room and a fire burned in the fireplace. At 8:30 a locomotive from the north steamed into the station with Santa Claus aboard. Excitement prevailed among the youngsters. Santa presented each child with a stocking filled with nuts and candy, pop corn balls, apples and stick candy presented by our good friend, Mr. Sherwood. The guests were then invited upstairs into the club rooms for a program consisting of a song and dance by Evelyn Scurlock and Dixie Mae Laver, accompanied by Frank Currie, pianist; readings by Richard Pepmeyer, Earl Walton, Betty Jane Edgar, Mary Louise Nolan; a toe dance by Juanita Laver and a song and dance by Irene Nolan. Thanks were extended to Mr. and Mrs. Sherwood for giving the children a happy time. Santa was represented by Fred Chermak, a

Milwaukee switchman, and much credit is also due to Mrs. Dunson and her committee which included Mrs. Joseph Chermak, Sr., Mrs. F. E. Wiley, Mrs. O'Toole, Ed Pepmeyer, Edna Vosburgh, Raymond Burke, Broissard, Luke Hall, and C. A. Hayner.

Christmas baskets were sent out to needy families.

Since our meeting our chapter has been called upon to mourn the loss of our secretary, Mrs. A. W. Loftus, who passed away on February 1st. She has filled offices in our chapter in some capacity since its organization. Faithful to the last.

Portage Chapter

Mrs. F. P. Miller, Historian

PORTAGE CHAPTER held its regular meeting February 3rd at the clubhouse, presided over by Mrs. Washburn. Seventy-five members were in attendance. Welfare chairman reported for December: Phone calls, 40; personal calls, 35; total, 80. Seven and one-quarter tons of coal purchased, \$15, to needy families. Groceries, apples, Christmas baskets, \$84.09. Total expenditures for December, \$122.91.

For the month of January, 2 tons coal, groceries, \$7.55; clothing, \$2.69; \$15.00 to needy family. A new quilt was tied and given out. Personal calls, 6; telephone calls, 15; total, 21. Number of families reached in December, 34. Number of families assisted, 135; for January, number of families given assistance, 6; total 20.

Sunshine chairman reported for December phone calls, 25; personal calls, 39; total 64. Good cheer boxes for the shut-in at Christmas, 23; for January house calls, 44; phone calls, 41; total, 85.

Social chairman reported for the Christmas party: 285 gifts were given out to railroad children, also over 400 bags of candy.

We were delighted to have with us at our February meeting Miss Elta Lindskog, secretary general of Chicago, also Mrs. J. H. Valentine, Milwaukee, of the general board of directors, and many members from Milwaukee chapter and of Watertown.

The election of officers was held and the following were elected:

President, Mrs. C. E. Hodge.

First Vice President, Mrs. Walter L. Washburn.

Second Vice President, Mrs. Timothy J. Tierney.

Treasurer, Mrs. I. D. Morehouse.

Secretary, Miss Elizabeth Bauer.

Corresponding Secretary, Mrs. Ember Stowers. Historian, Mrs. E. C. Moran.

During the meeting, Miss Lindskog told of the great work being accomplished by the club as a whole. Miss Lindskog's talk was very much appreciated and helpful. Mrs. J. H. Valentine also gave a nice talk.

Present from Milwaukee were Mrs. M. F. Dincen, President of Milwaukee chapter; Mrs. J. C. Prieu, Mrs. J. E. Rochford and Mrs. J. D. Whitman.

Portage chapter now has the largest membership since its organization. After the meeting a program was given, Mrs. Hodge and her committee served a six o'clock dinner to the 75 members present.

Tacoma Chapter

Mrs. F. W. Rassmussen, Historian

TACOMA Chapter met January '30, at the club rooms. A bountiful lunch was served at noon. Mrs. J. Wright, chairman, was assisted by Mmes. N. B. Footitt, H. E. Peterson, E. W. Mitchell, P. P. Horr, W. M. Brunnell, R. Wende, W. H. Bagley and H. W. Montague.

Meeting was called to order at 2:00 p. m. by the President, Mrs. Kirkland.

Reports of the Chairmen were given.

Sunshine reported in December: 13 calls, 6 phone calls, 9 cards sent out and five Christmas baskets of fruit sent to the sick. In January, 9 calls, 8 phone calls and 5 cards sent out. At this time there are only two in the hospital. Several were reported ill at home.

Benevolent reported 62 Christmas baskets sent out, representing 304 persons. There is still a great deal of work being done among the unemployed in furnishing fuel, food and clothing. Mrs. J. Wright, scholarship chairman, is taking care of the children so they can go to school.

Ways and Means reported \$36.07 taken in during the month and \$10.03 in from today's lunch.

Membership paid up to date, 142 voting and 334 contributing members.

We had our Christmas party December 21. Santa Claus came to the club house on a train. After greeting the children he took them up to the club room where a program and tree awaited them. Mrs. Devlin was chairman and the party was a great success. The rooms were filled to overflowing.

Mr. Wm. Williams' department were reported 100 per cent contributing members.

On Saturday, January 28, Tacoma Chapter had its birthday party at the club house. Cards were played after which a light lunch was served, including a large birthday cake with eight candles. 75 were present and all had a wonderful time.

A ship-by-rail meeting was held in the club room in December. The ladies of the club served light refreshments. \$22.19 was realized from same.

Mason City Chapter

Mrs. J. A. Nelson, Historian

MEETINGS called to order by our President Mrs. W. J. Johnston. On December 23rd the board met at the club rooms to fill Christmas baskets. Seventeen baskets were given. At noon a pot luck lunch was served. In January the meeting opened at 6:30 with a pot luck supper. Mrs. H. Smith reported as usual much welfare work. At cost to club, \$64.43—no cost to club, \$18.10. Many phone and personal calls. Mrs. R. Goltz, Sunshine chairman, reported much work done—number of persons reached—88. At this time Mrs. Johnston appointed the nominating committee: Mrs. J. Conners, O. Larson, M. A. Bost, W. Goffney, F. McConnell and W. J. Smith. The auditing committee was also appointed: Mrs. E. Hendrickson, R. McClintock and J. Mathewman.

The December card party cleared \$15.32; and the quilt made by Mrs. W. Swanson for the club

to raise money on brought \$20.90. Mrs. Ingraham's sister in Evanston, Ill., held the lucky number.

St. Maries Chapter

Mrs. Peter Mickelson, Historian

A REGULAR meeting of St. Maries Chapter was held in the Club House, December 19. Reports of the committees were read and accepted.

Many sick calls were made during the month, also much relief work done.

After our business meeting all Milwaukee children were invited to come to the Club House to a Christmas party. Here we had a beautiful Christmas tree all decorated with popcorn balls, candy boxes, and apples. The children recited many Christmas pieces and sang Christmas songs. In a short time Santa appeared, gave each child a box of candy, popcorn ball and an apple. About 100 children were present, each so happy and cheerful. In addition to our children's party, we sent out twelve Christmas baskets to the sick and needy. After we had taken care of our children, we invited our husbands for supper, and served chili, apple pie with whipped cream, and coffee. About forty were present, all having spent a delightful evening.

Avery Chapter

Mrs. E. H. Shook, Historian

A VERY chapter had a very nice Christmas party for children and grown-ups on December 23rd. The club gave a party in the school house at 2 p. m. for all the children of the community, giving each child candy and nuts and a popcorn ball. They were also served with Dixie cups and cookies. Everyone reported a very enjoyable afternoon. Then in the evening the grown-ups had their party which was enjoyed by playing cards and a delicious luncheon was served. Mrs. Reynolds won high score and Mr. Earl Walters won high honors for men (beginners luck. Ask Mr. Walters.)

We also give a vote of thanks to the ladies who helped to make our party a success. It being the first of its kind in Avery, I am sure we will have some more of those good times.

December 28th the Chapter met at the club rooms for our last meeting of the year of 1932. Reports were read and all bills were allowed as read. Several of our members were out of town at this time so we just had a short business meeting. We received a lot of books from the Alberton chapter. Thank you, Alberton. A motion was made and carried to buy all our prizes here in Avery, and to have same eatables during this depression.

January 25th was our next meeting with a large turnout of members. The social committee planned a hard time party after the business session, with everyone in their old clothes, which was not very hard these days. Everyone is in the same boat nowadays and have a plenty of old clothes.

A New Year's Eve dance was planned by the Ways and Means Committee. The chapter met at the home of Mrs. Earl Shook, January 25th, due to the serious illness of Mrs. Harrigan's mother, who resides in the same building as the club rooms. Twenty-five members were present, all voting members except one. Pretty good roll call for such a small community. Roll call was responded by favorite books or magazines. Reports and correspondence read and all bills were allowed. Ways and Means Committee reported \$8.75 cleared at the New Year's dance. We received the picture of Mrs. Byram and have it framed and placed in the club rooms. It is very nice and is the pride of our club rooms. Our next meeting is on Feb. 22nd. After the meeting six tables of bridge were played and low score carried away the prize of one pound of coffee and a can of milk. Also the worst old clothes one could wear was won by Mrs. Craig, prize being coffee and milk, after which a delicious luncheon of hot dogs were served. Everyone reported a good time.

Mrs. Henry Barclay is our librarian with Mrs. Bill Garity assistant.

Butte Chapter

Catherine Bell, Historian

THE regular January meeting was held in the Club-House on January 9th with Mrs. M. J. Welch and Miss Anna Goldie, hostesses. Matters of business were taken up and disposed of, and several letters of thanks were read from families receiving Christmas baskets from the Club. The Club distributed six large baskets to families, totaling thirty-two persons. The total cost of these baskets was \$38.20. There was also one basket sent to a sick member.

The February meeting was held at the Lockwood Cafe on February 6th with Mrs. O. Nelson and Miss Catherine Bell as hostesses. Officers were elected for the ensuing year, nominations being made from the floor. The following were elected for the various offices: Mrs. A. L. Piper, President; Mrs. D. Goggin, First Vice-President; Mrs. A. Jersey, Second Vice-President; Miss Anna Goldie, Recording Secretary; Mrs. V. Peterson, Corresponding Secretary; Mrs. M. J. Welch, Treasurer; Miss Catherine Bell, Historian.

The members decided to hold a shower at our next meeting in order to equip our new Club-rooms with the necessary kitchen utensils, etc.

A pair of hand made pillow slips which were donated to the Club by Mrs. J. Johnson were raffled off, the lucky number being held by Mrs. W. G. Byrne.

Union Station Chapter

Vera G. Snapp, Historian

THE Open House Party the day before Christmas was attended by between 300 and 350 members and friends of Union Station Chapter. A beautiful Christmas tree was donated for the occasion by Mr. E. T. Latham, a conductor on the Illinois Division. It was an exceptionally pleasant afternoon.

We distributed 81 Christmas baskets at a cost of \$253, of which \$222.89 was earned at the dance and card party held at the Hamilton Club on December 14. In the January issue of this magazine we named an estimated profit of \$150 from this party, but that was considerably increased by the final figures.

We started the new year by having a most enjoyable evening with Mrs. Dynes on "The Garden Book Shelf." Her talk was illustrated by pictures of Illinois gardens. Fifty-one attended.

On January 23 the Sewing Bee met in the Union Station Club Room and 16 of our members were present.

The February meeting was held on the 6th and officers for the coming year were elected as follows: President, Miss Hazel M. Merrill; first vice-president, Mrs. W. R. Dolan; second vice-president, Miss Loretta B. Kuhn; treasurer, Miss Grace Baldwin; recording secretary, Miss Ruth Barrington; assistant recording secretary, Miss Mary von Colln; corresponding secretary, Miss Gertrude Koerner; historian, Miss Abigail Casey.

After the business meeting we taxied to the Merchandise Mart, where we were conducted through the N. B. C. studios and then heard the broadcast of the Carnation Milk Program. This trip proved to be so popular that it was necessary to split the party, 43 going on the first trip on the 6th and 47 on the second trip the 13th.

Miles City Chapter

Mrs. W. H. Wise, Historian

THE first 1933 meeting was held January 6th, with a small attendance of 20 women, many of the members being ill with the flu.

Committee reports show a general increase in "Sunshine" work.

On December 23rd we had a Christmas tree and program, with a large attendance. All the

children received sacks of candy. About 65 baskets were filled and sent to the needy, with a turkey or chicken in every basket.

At the February meeting held on the 6th plans were perfected to hold a musical tea, with Mrs. A. S. Halversen in charge.

A bridge party was held at the club house February 10. Mrs. L. P. Nimbar, Mrs. Tau Brown, Mrs. W. N. Anderson, Mrs. Arlie Wickcrsham and Mrs. W. H. Wise were appointed on the nominating committee. About 40 members attended, and after business a lunch was served by Mrs. F. Spear, Mrs. Wm. Bartley and Mrs. Swan Nelson.

Six tables of bridge were in play afterward. Mrs. Geo. Cobb had high score.

The club regrets losing two of its most devoted members, our president, Mrs. Geo. Hill, who will reside in Spokane, and Mrs. Tom Dodge, who has removed to Milwaukee.

A farewell party for Mrs. Hill is to be given on February 9.

Davenport Chapter

Mrs. Ray Roenfeldt, Historian

THE regular meeting of the Davenport Chapter was held at the People's Light Co. Auditorium December 12th. The meeting was called to order by our president, Mrs. E. A. Johnson. Reports of the various committees were read and approved. Only a short meeting was held, due to the special Christmas program planned for the evening and of which Mrs. F. L. Brenton was in charge. Santa Claus arrived on the scene with his sack full of candy for the children, and he listened to the children who took part in the program by the Christmas tree. The complete program was as follows:

1. Orchestra Jingle Bells—Kerrigan Harmony Five.
2. Sentry March.
3. The Approach of Christmas—John Cosgrove.
4. Acrobatic Dance—Kay and Ermajeau Wade.
5. Piano Duet—Mary Schmidt and Sally Zoeckerler.
6. Recitation, "When the Depression Will End"—Betty Mae Meye.
7. Vocal Duet—Marion Brenton and Leone Barrett.
8. Vocal Solo, "Shanty Town"—Jimmy Cosgrove.
9. Recitation, "Little Susies"—Mary Ferris.
10. Violin Solo—Phyllis Kerrigan.
11. Tap Dance—Helen and Alice Kerrigan.
12. Vocal Duet, "Goofis"—John and Jimmy Cosgrove.
13. Piano Duet, "Evening Chimes"—Marvin Lord.
14. Recitation, "A Christmas Wish"—Carl Ferris, Jr.
15. Vocal Solo, "Little Boy of Mine"—John Cosgrove.
16. Recitation, "When Pa Is Sick"—Jack Meye.
17. Orchestra, University of Dayton March—Kerrigan Orchestra.
18. Christmas Medley.

After the program refreshments were served and everyone present enjoyed the evening. We wish to give Mrs. Brenton a vote of thanks for the splendid program she got up. A nice crowd attended and everyone seemed to enjoy every bit of it.

At the January meeting the reports of the various committees were read and approved. The treasurer's report shows a balance of \$327.27 on hand and \$129.24 in debenture bonds. Mrs. Ray Roenfeldt was appointed chairman of the Nominating Committee and will make a report at the next meeting, when new officers will be elected for the coming term.

Mrs. J. L. Parnell, chairman of the Sunshine Committee, reported 3 cards sent, 6 telephone calls made, 6 sick calls made during the month of December, and during January, 3 cards sent, 5 telephone calls made, a basket of fruit delivered, and a floral offering sent to Mrs. J. C. Fuller, one of our beloved members, who passed away December 24, 1932.

Mrs. F. L. Brenton, chairman of the Relief Committee, reported a sum of \$79.31 expended during December. There were 28 baskets delivered for Christmas at a cost of \$53.53. During January \$6.67 has been spent.

Mrs. Ed. Doyle, chairman of the Ways and Means Committee, reported the sum of \$42 taken in at the card party held at the Friendly House. A five dollar gold piece was given as attendance prize and the lucky person was Miss Mary Cyicat.

Sioux City Chapter *Lillian Rose, Historian*

THE regular meeting of the Board met in January with Mrs. Frank Mansfield, Mrs. Cussens assisting. Immediately following the luncheon (I wonder if the other reporters find it hard to concentrate, right after eating a most delectable repast) our president, Mrs. Murphey, called the meeting to order and the business procedures followed. While there were no outstanding reports, nor any breath taking prosperity in connection with our club, the Board felt that the Sioux City chapter was more than holding its own through the winter. To keep up the good morale already manifested, it was decided to hold a party in the depot and charge only a very small fee for the various diversions offered. A Bingo game under the supervision of Mrs. Snow and Mrs. Doud attracted a large following and proved very popular. The devotees of dancing and cards indulged in these respective amusements to their hearts' content. Later in the evening the NO-CHARGE sign was hung up and from then on until a most scandalous hour, a mad abandon of fun and frolic reigned.

The January pot-luck was held the fourth Monday night. At the business meeting it was decided to do away with the nominating committee this year and make all nominations direct from the floor. A "repeater party" was arranged for, as the first one had been such a success, this party, however, was postponed last week because of inclement weather. We are all anxiously waiting for balmy days.

The club wishes to express their deep regret and sympathy to Mrs. J. H. Sutherland and her two sons on the loss of Mr. Sutherland. We shall miss him at our pot-lucks, as he was a good attendant and ever ready to buy a chance or chip in on a collection.

Dubuque Chapter *Lucille Miller*

THE January meeting of our chapter, held on the 5th day of that month was very well attended. Reports from the various committees proved that while "we are few in number, we are great in purpose." The Relief Chairman, Mrs. F. Fernstrom, reported that all needy families reported had been taken care of. Twenty-five sick and sympathy calls were made and Miss Emma Sacks stated she still distributed clothing whenever contributions of same are made.

Miss Kay Kreamer entertained the chapter with a group of very fine dramatic readings and promised to contribute a sketch for our March meeting.

Miss Millar reported that she had to date received one hundred twenty feet of the "mile of pennies" and asked those holding envelopes to get them in circulation.

At the February meeting held on the 2nd of the month, a brief business meeting was held, after which a public card party, with seventeen tables in attendance, brought in \$15.00 for the chapter.

The nominating committee, appointed by President Keefe, consisted of Mrs. O. Wellman, Mrs. A. Woodward, Mrs. C. Reisch, Mrs. A. Bensch and Mrs. C. Kinney.

The 1933 membership drive is now on and ye scribe has been requested to appeal to all members of the Milwaukee family residing in Dubuque to respond—this appeal, of course, is directed to those who are fortunate enough to still be re-

tained on the payroll of the company. Dubuque Chapter was elated upon receiving the \$20.00 membership percentage prize.

Black Hills Chapter

Mrs. J. S. Johnson, Historian

THE regular November meeting was held on the 17th, at the home of Mrs. A. M. Saxer, about twenty-five members being present. The usual routine of business was taken care of and after the meeting closed, five tables of bridge were played. Delicious refreshments were served by Mrs. Saxer and everyone had a nice time.

On the evening of December 13, our Club held a Christmas party at the American Legion Hall. There were 100 members and children present. A turkey dinner was served at 6:30 p. m., tables were arranged in horseshoe shape. The center decoration consisted of a large birthday cake.

We also had a large Christmas tree, it was trimmed with candles, pop-corn, and electric lights. During the evening Fred Diehl acted as Santa Claus, presenting the children with candy and pop-corn. Christmas carols were sung by the children, followed by music. An orchestra was made up of the club members and dancing took place during the remainder of the evening. Mrs. R. Beckman and Mrs. S. Core had charge of the program; it was very successful, and everyone reported a jolly good time.

Several boxes of apples, also a number of baskets of good cheer were sent to the needy by the club.

Marion Chapter

Mrs. F. G. Holsinger, Historian

ON SUNDAY, December 18th, Santa Claus arrived in Marion at 4:30 p. m. on an engine run by Lew Howell. Between 500 and 600 people were on hand to greet him, the weather being quite favorable. Three hundred and fifteen children received boxes of candy, peanuts and an apple, and Santa treated the bigger kids to a sucker. Sherman Fontaine played the part of Santa.

The ladies, headed by Mrs. L. S. Dove arranged the treats for the children, while the men captained by Charles Rowe set up and decorated the Christmas tree on the depot platform.

In addition to this party, the chapter sent out

fifteen baskets and gave fifty boxes of apples to help spread Christmas cheer to the unemployed railroaders. Mrs. Lew Turner and Charles Rowe were in charge of this work.

The regular meeting was held Thursday, January 12th, in the Memorial Hall. Mrs. L. A. Turner, welfare chairman, reported \$72.00 spent in welfare work during December. Mrs. Robert Cessford was named treasurer, taking the place of Mrs. W. E. Cooper, who has moved to Cedar Rapids. After the business meeting, bridge was played, high score being held by Mrs. L. S. Dove. Refreshments were served to twenty-three members.

On Thursday, February 9th, the regular meeting was held in the Iowa Railway and Light rooms. The following officers were elected: Mrs. Margaret Leming, president; Mrs. A. J. Elder, first vice-president; Mrs. John Cone, second vice-president; Mrs. Ralph Seager, secretary; Mrs. W. K. Lothian, corresponding secretary; Mrs. Robert Cessford, treasurer, and Mrs. Fred Holsinger, historian.

Miss Etta Lindskog, secretary general, of Chicago, gave a talk on the welfare work being done over the system. Between April 1 and December 31, 1932, \$400.00 was spent in relief work in Marion.

Sanborn Chapter

Mrs. Ellis Miller, Historian

SANBORN Chapter met in regular session at club rooms on Friday evening, December 16. Treasurer Ethelyn Stevens gave a good report, a neat sum being reported in the treasury.

The January meeting was held on the 20th, the president, Mrs. Wiley, presiding.

During the past month the club has furnished medical aid to some of the families who were formerly employes of the company and also supplied coal to needy ex-railroad families. Cards of appreciation from Mrs. Stevet and from the Washburn family, were read.

The treasurer gave a good report, showing a bank balance of \$84.06. Dues of \$2.00 were taken in, one being a new member of the club.

The president appointed the nominating committee of three for officers for the ensuing year.

No further business, the meeting closed for a social hour. Light refreshments were served by the social committee.

THE MILWAUKEE RAILROAD

Current Topic Discussion by the Rev. F. W. Bruins of Moberge, S. D.

Each Sunday morning Rev. Bruins sets aside five minutes of the morning discourse to discuss a current topic. Recently his topic was our railroad.

WE AS a community are peculiarly interested in the Milwaukee railroad. The very existence of Moberge and many other communities is entirely due to the dream of those who builded the railroad.

It should be common knowledge that were it not for the taxes our railroad pays many a school in this state would have to close its doors. Today the railroads are in sorry straits. Their management has come under the most severe criticism, and rightly so. In former days, like other great industries, the railroads were used by gamblers to make huge fortunes. That day is long since past. It hardly seems the part of reason to blame the present management for the mistakes of former days.

Our Milwaukee system lengthens out to over eleven thousand miles, and under normal conditions gives employment to about 50,000 people. Much of our state would have no value were it not for the railroad. Cases are on record where the railroad has been taxed for more than its actual current

valuation. During the last fifteen years it has contributed the vast sum of \$127,000,000 in taxes, around a billion, two hundred thousand in wages, and spent \$650,000,000 in equipment. All this was done in spite of the fact that it was unable to pay dividends to its stockholders. This is certainly food for thought.

During the Civil War the steel bands of the railroads bound the North into a spiritual union. During the World War the railroads became the arteries of the nation's defense system. Should any national disturbance threaten, we would at once look to the railroads for concentrated action and safety. Their free service in times of calamity is too readily forgotten. Again and again extreme suffering from flood or drought has been averted by the railroads through their ready response to the call of the Red Cross.

As they have come to the relief of the nation while in distress, shall not the nation come to the aid of the railroads while they are suffering from circumstances over which they had no control?

Why He Married

Bride: "Why did you tell your friends that you married me because I was such a good cook? I can't cook a potato!"

Husband: "Well, I had to have some excuse."

OUR LITTLE FOLK

DEAR LITTLE FOLKS:

Aunt Betty had her happiest surprise the other day when a letter came from Seattle, Washington. It was from Melba Reid, one of our little folks, and she sent a little story that she thought all of you would be interested in. The illustration also, is from her. Here is the story—

Friends

By Melba Reid

One day when Bingo, a little fat puppy went home for his dinner he was greatly surprised when he saw a little kitty in his mistress' lap. Now Bingo didn't like cats. As a matter of fact, he chased them whenever he could get a chance. Bingo's mistress, Alice, didn't think that Bingo was a naughty dog so she put little Fluffy down right beside him and went inside. "I don't want any silly cats living in my house," said Bingo and he jumped toward Fluffy to scare her and make her run. But Fluffy didn't move and she sat holding up her paw. This made Bingo angry and he was just going to jump at Fluffy again when a large dog approached them.

This dog had also seen the kitty and was prepared for mischief. Fluffy was now truly afraid, and when Bingo looked at the helpless kitty and then at the big dog he felt ashamed of himself for ever thinking to harm the kitty.

The big dog was just going to bite Fluffy when suddenly he felt a bunch of needles in his nose and something that hurt badly hanging on his tail. With a howl of pain he jumped back and scrambled through an opening in the fence. Both Fluffy and Bingo were thoroughly frightened and they walked home together. After their experience they became inseparable friends as this picture proves.



I hope that others of you will do as Melba did when you think of stories that other little children will like to read.

AUNT BETTY.

A March Picnic

"I can't think of anything I'd rather do today than have a picnic—it would

be the first one this year." Alice was enchanted by the warm March air.

"But Alice, it's only March and you know everything they say about March storms. It might snow and we'd be snowed in out in the woods and get lost and maybe freeze to death."

"Oh Jane, you can see as well as I can that nothing like that could happen today. It's too wonderful out. Besides, it's Saturday and we have no school and we should have a picnic. My mother will help us get ready I'm sure."

"Why don't we wait until next month—that will be April and there will be violets peeping out of the ground and wind flowers and even the cowslips will be getting ready to uncurl their green leaves."

"Yes, but April means April showers and we will always be having to wait for the ground to dry out before we go or else it will start to rain just as we get our food spread out. March isn't anywhere near so wild as they say it is."

"Well, all right, but I'll bet our mothers won't think it is a good idea."

Jane was right—their mothers did not think it was a good idea, but the day was lovely and the ground was dried out after the snow had melted so they said it would be all right for them to go if they returned early.

So on this same March morning the two girls set out, each with a basket of food and an old blanket to sit on. They hiked across the town and into the woods, and they went farther and farther looking for a better place until they were well in the middle of the woods.

They finally found a good spot for a picnic and laid out their blankets and their food. "Oh Alice, look here, I think this will be a good place to get flowers for our May baskets. There are all kinds of violet plants starting to shoot up." And so they amused themselves looking for plants that they had studied in school and identifying trees that had no buds or leaves.

"Well, Jane, I'm getting hungry; let's have our picnic and then start home. It will be early and we can look at trees all the way out of the woods. Besides, I know a dandy place where we can have picnics later on. Mary showed it to me just before she moved away. She never told anyone before because she wanted it to be a secret place. But we can have it now."

And so the girls chattered on until just as they were eating their sandwiches Jane looked up at the sky and gave a little cry. "Alice, there's a storm coming. Look at those clouds." The clouds were black as ink and rapidly coming up over the woods. They gathered the food together and picked up their blankets and ran for the edge of the woods but they weren't fast enough.

The rain came in a veritable cloudburst, and it was not five minutes before their clothes were soaked and hung on them like rags. Then minutes later the rain was over but the damage was done.

"I'm cold!" shuddered Alice. "Let's hurry."

"That was more like an April shower wasn't it?" said Jane trying to keep her teeth from chattering.

When the girls finally reached home they found Alice's mother looking anxiously out the window. "Where were you girls when it rained so hard? Oh, I don't need to ask—you must have been out in it."

As the girls were drying their clothes and eating the rest of their picnic lunch Alice said "March is a nice month, but I guess we'd better wait for April for our picnics—and then we'll find Mary's secret place and no one will ever know about it but us."



March Winds

March winds come scurrying down the street

And blow me almost off my feet.
They're not so gentle, not so kind
As older folks that I may find.
They blow so hard, nor do they care
If their long, strong fingers clutch my hair,
And pull it from my close tight cap
Or pull me down with my books in my lap.
I'd rather stay in where the walls are strong
When the cold, fierce March winds come along.

An absent-minded professor was walking down the street with one foot in the gutter, and one on the curb.

A friend, on meeting him, inquired as to his health.

"Well," replied the professor, "when I first started out I was feeling fine, but for the last ten minutes I've been limping."

—American Boy.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, SPRING and SUMMER, 1933.

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

7794. Ladies' Jumper Frock. Designed in sizes: 34, 36, 38, 40 and 42. Size 38 requires $1\frac{3}{8}$ yard for the guimpe, and $3\frac{3}{8}$ yards for the dress of 39 inch material. Price 12c.

7256. Ladies' Dress. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size requires $5\frac{1}{8}$ yards of 35 inch material if made with bertha. Without bertha 4 yards Sash of ribbon requires $2\frac{7}{8}$ yards. Price 12c.

7808. Girls' Dress. Designed in sizes: 6, 8, 10 and 12. Size 8 requires $2\frac{3}{4}$ yards of 35 inch material if made with long sleeves. Without the long sleeves, $2\frac{1}{4}$ yards. Price 12c.

7789. Ladies' House Dress. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires $3\frac{3}{8}$ yards of 35 inch material, together with $\frac{5}{8}$ yard of contrasting material if made as in the large view. If made with short sleeves in monotone it requires $4\frac{1}{4}$ yards. Price 12c.

7792. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires $2\frac{1}{2}$

yards of 35 inch material, together with $1\frac{3}{4}$ yards of 35 inch contrasting material. Price 12c.

7450. Girls' Dress and Rompers. Designed by Bureau of Home Economics. Designed in sizes: 2, 3, 4, 5 and 6 years. Size 4, with long sleeves requires $2\frac{3}{4}$ yards of 27 inch material for dress, pantie portions, and overlap of rompers, and $\frac{3}{8}$ yard for the waist portions of the rompers. If made with short sleeves $2\frac{3}{8}$ yards are required for dress, pantie portions and overlap, and $\frac{3}{8}$ yard for the waist portions of the rompers. Price 12c.

7812. Set for Tiny Tots. Designed in sizes: 1, 2 and 3. Size 2 if made of one material will require $3\frac{3}{4}$ yards for the entire set. To trim with lace or edging requires $2\frac{1}{3}$ yards for the dress, 3 yards for the slip, and 6 yards for the underwaist and drawers. Price 12c.

7081. Ladies' Dance Set. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure, with corresponding waist measure, 28, 30, 32, 34 and 36 inches. To make the set for a 38 inch size requires $1\frac{7}{8}$ yards of 35 inch material. To trim as illustrated requires 3 yards of insertion and 3 yards of lace edging. For shoulder straps of ribbon $1\frac{1}{4}$ yards is required. Price 12c.

7809. Smart Ensemble. Designed in sizes: 6, 8, 10 and 12 years. Size 8 if made as in the large view, requires $1\text{-}2\frac{2}{3}$ yards of 54 inch material for jacket and skirt portions and belt, and

$\frac{1}{2}$ yard for upper (waist) portions, jacket facings and collar. To line requires $1\frac{1}{8}$ yards of 35 inch material. Price 12c.

Favorite Recipes

One Piece Meals. These days when "conserving" is the order of hour, the thrifty house-mother may turn to her casserole for a way of economizing on the supper or the luncheon special dish; and the family will eat and applaud for really good and "tasty" things come out of the casserole. Now the casserole, ladies, is nothing more or less than a good covered baking dish, and casserole cooking is really braising in the baking dish—a combination of roasting and stewing. The liquid used varies from a very little to enough to completely cover the materials within.

Most casserole foods require a white sauce and a good formula for that is: two tablespoons of cornstarch or flour, one tablespoon of butter or mazola, one-fourth teaspoon salt, one cup milk and pepper to taste. Mix the dry ingredients, add to melted butter and blend over a slow fire, stirring constantly. Add milk and cook until thick.

Now carrots and peas are good warmed up with cold meat—chicken, veal, or ham. Put in the baking dish in alternate layers, pour over the white sauce, cover with crumbs and bake until brown.

Spanish Rice makes an excellent casserole luncheon or supper. Put in a frying pan, about three tablespoons of butter, add one small onion, chopped, one shredded green pepper and cook until the onion browns. Add two cups of tomatoes, one-half teaspoon salt, one-fourth teaspoon paprika and a dash of black pepper. Cook until the moisture has evaporated and then stir in two cups of cooked rice. Place in the baking dish, cover with crumbs and bake twenty minutes in a moderate oven.

Good Pudding. Sift one and one-half cups graham flour with two teaspoons baking powder and one-half teaspoon salt. Add one-half package pasteurized dates, sliced, and one-fourth cup of nut meats. Cream one-fourth cup butter, add one-half cup sugar, then one slightly beaten egg. Blend this mixture and add flour alternately with one and one-fourth cups milk. Bake in cake pan in moderate oven forty-five minutes. Cut in squares and serve with pudding sauce.

Coffee Cake. Three-fourths cup butter, one and one-third cups sugar and three eggs beaten into this mixture, one at a time. Beat all thoroughly, add one cup milk, the grated rind of one lemon or orange, one tablespoon of lemon or orange juice, three cups of flour sifted with three level teaspoons baking powder. Grease pan well and sprinkle with flour. Put pecans into the pan and pour in cake mixture. Bake in moderate oven one hour. A tube cake pan is best. This makes a coffee cake similar to the famous Henrici Form Cake.

Chivalry

His car and her car met head-on. Both drivers got out and, with that fine, courtesy so characteristic of motorists nowadays, both began to apologize profusely.

"I'm so sorry," said the woman; "it was all my fault."

"Not at all, madam," the man responded with a gallant gesture; "I was to blame myself."

"But I insist the fault was mine. I was on your side of the road."

"That may be true; but, my dear madam, I am responsible for the collision. I saw you coming blocks away, and I had ample opportunity to dart down a side street."

I don't have to make over the universe; I have only to do my own small job, and to look up often at the trees and the hills and the sky and to be friendly with all men.—David Grayson.



SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited By
S. Hobbs, K. C. Division	Discovered broken rail, Feb. 6th	W. C. Givens, Superintendent.
E. E. Fritchie, K. C. Division	Discovered defective equipment while inspecting train, Feb. 3rd	W. C. Givens, Superintendent.
S. Standart, K. C. Division	Reported defective equipment found while inspecting train, Jan. 17	W. C. Givens, Superintendent.
H. C. Welch, K. C. Division	While inspecting train discovered defective equipment, Dec. 31st	W. C. Givens, Superintendent.
C. K. Stahl, K. C. Division	Discovered broken arch bar in train Dec. 19th	W. C. Givens, Superintendent.
W. Carpenter, K. C. Division	Reported finding defective equipment on moving train	W. C. Givens, Superintendent.
J. R. Houston, K. C. Division	Discovered defective equipment on moving train Feb. 14th	W. C. Givens, Superintendent.
W. T. Schonover, K. C. Division	Reported finding defective arch bar while inspecting train, Feb. 9th	W. C. Givens, Superintendent.
Sodie Blake, K. C. Division	Reported finding defective equipment while inspecting train, Feb. 14	W. C. Givens, Superintendent.
John Hunter, K. C. Division	Discovered broken arch bar while inspecting train, Feb. 14th	W. C. Givens, Superintendent.
John LeBow, K. C. Division	Reported broken arch bar on train Feb. 14th	W. C. Givens, Superintendent.
D. W. Kendrick, K. C. Division	Found broken arch bar in moving train Feb. 10th	W. C. Givens, Superintendent.
John Quinlan, K. C. Division	Discovered defective equipment in moving train, Feb. 10th	W. C. Givens, Superintendent.
J. D. Green, K. C. Division	While braking on train, Feb. 27th, found broken arch bar, and set car out without further damage.	W. C. Givens, Superintendent.
George Abbas, D. & I. Division	Discovered dragging brake beam on moving train, Jan. 5th	L. F. Donald, Superintendent.
Ray Helsdon, D. & I. Division	While inspecting train found defective equipment, Dec. 9th	L. F. Donald, Superintendent.
Ovid Oakes and Russell Paquette, Toman Shops	While on way to work found broken rail west of station, and Oakes remained on track to flag possible trains while Paquette went to station to advise operator.	J. W. Reinehr, Shop Superintendent.
Mel Voght, conductor, Muskego Yd., Milwaukee	While working in Yard discovered defective equipment in car ready to move.	N. P. Thurber, Asst. Superintendent.
M. Durkin, E. Stockwell, Chicago Terminals	While working with engine on main track discovered a bad track and on investigation found piece broken out of rail. Track taken out of service until repairs made.	C. L. Whiting, Superintendent.
Tom McCauley, track laborer, R. M. Division	While off duty and walking along the track west of Cobden, Mont., discovered a rock and mud slide over the rails and immediately notified the dispatcher, eliminating delays and further damage.	L. F. Sorenson, Superintendent.
W. A. Roberts, section foreman, Polo, Mo.	Flagged and stopped train Jan. 17th, account of broken arch bar.	W. C. Givens, Superintendent.
C. U. Young, K. C. Division	Reported defective equipment in moving train	W. C. Givens, Superintendent.
J. R. Houston, K. C. Division	Discovered defective equipment in moving train and stopped train.	W. C. Givens, Superintendent.
G. M. Reisch, agent, Braymer, Mo.	Discovered broken arch bar in passing train and signalled crew.	W. C. Givens, Superintendent.

Our Business Getters

General Passenger Agent W. B. Dixon reports the following who have interested themselves in securing passenger business for our line, and commends them for their interest and assistance:

Jas. Kearns	Superintendent's Office	Spokane
H. E. Salzer	Traveling Auditor	Spokane
I. F. O'Leary	Train Service	Spokane
Miss Elinor Nee	Daughter of Superintendent	Spokane
Miss Helen Miller	Real Estate Dept.	Chicago
George Schauer	Carpenter, Superior Division	Green Bay
Miss Cora Blodgett	Ticket Auditor's Office	Chicago
Miss Hazel Merrill	President, Union Station Chapter, Women's Club	Chicago
Roger Sturgis	Car Accountant's Office	Chicago
Murry Hutchins	City Freight Agent	Chicago
Lewis Schlachter	Assistant Freight Auditor's Office	Chicago
Mrs. R. Isaacson	Wife—Fireman, Superior Division	Green Bay
Henry Martyn	Train Baggage man, Superior Division	Green Bay
R. H. Kearney	Conductor	La Crosse
A. Jersey	Roadmaster	Butte
N. T. Rider	Police Department	Butte
H. E. Salzer	Traveling Auditor	Spokane
E. M. Grobel	Chief Clerk to Division Superintendent	Spokane
A. G. Ingalls	Agent	Winifred, Mont.
Mr. Crowder	Agent	Judith Gap, Mont.
Agent		Geraldine, Mont.
W. E. Brown	Engine hostler, Roundhouse	Mason City
A. J. Jerowitz	Police Department	Chicago
Harry Brock	Claim Adjustment Dept.	Minneapolis
F. C. Luth	Switchman	St. Paul
C. B. Rogers	Division Accounting Office	Minneapolis
Fred H. Falk	Brakeman, H. & D. Division	Minneapolis
C. G. Moran	Stenographer, Office of D. F. & P. A.	Mason City
C. J. Kuckleburg	Operator	Rapid City
W. H. Woodhouse	Baggage man	Mason City
F. R. Scott	Agent	Waubay, S. D.
J. S. Nilan	Agent	Peever, S. D.
T. B. Lundberg	Train Baggage man	Aberdeen, S. D.
J. B. Nicholas	Agent	Marvin, S. D.
L. E. Soper	Conductor, Sleeping and Dining Car Department	Chicago
A. W. Luedke	Traveling Auditor	Lewistown, Mont.
I. M. Flynn	Sleeping Car Conductor	Chicago
C. A. Ray	Service Manager	Galewood, Ill.
H. G. Hall	Pilot, Coach Yard	Chicago
Wm. G. Schrader	Conductor, I. & D. Division	Mason City
F. C. O'Connor	Freight Claim Agent's Office	Chicago
Frank Frick	Southern District Accounting Office	Chicago
George Struck	Southern District Accounting Office	Chicago
W. S. Robbins	Conductor	Green Bay
R. H. Kearney	Conductor D. & I. Division	Savanna, Ill.
Harry Rosenthal	Clerk	Galewood, Ill.
E. D. Wolff	Sergeant of Police	Chicago
Al Thor	Chief Clerk, Superintendent of Terminals	Chicago
G. H. Halsey	Traveling Auditor	Marion, Ia.
H. C. Heck	Agent	Manhattan, Ill.
F. O. Schaudies	Traveling Freight Agent	Chicago
The members of our Elgin Booster Club are coming through. The following reported as having influenced business our way:		
F. W. Ahrens	Conductor	Illinois Division
F. L. Danford	Conductor	Illinois Division
L. J. Morris	Conductor	Illinois Division
Jas. Bailey	Engineer	Illinois Division
W. E. Bullard	Railway Express Agent	Illinois Division
J. L. Helm	Baggage man	Elgin
F. Berlin	Carman	Elgin
E. Kienbrink	Clerk, Treasurer's Office	Chicago
E. E. Moore	Assistant Paymaster	Chicago
L. R. Thelander	Clerk, Purchasing Dept.	Chicago

Glen Rice, section foreman at Algoma, Wisconsin, was successful in getting the farmers in that vicinity to ship several cars of balsam pulp wood, and also in securing an order for 75,000 feet of saw logs from Kalinke to Merrill. Good work and much appreciated.

Charles A. Norwood, janitor, Tacoma passenger station, on duty after the office force had gone, interested himself in aiding a party who called to make arrangements for securing a prepaid ticket Spokane to Tacoma, and was able to secure the business for our line.

Wm. Spredemann, yard clerk, West Allis, Wisconsin, was instrumental in getting routing changed on a shipment originally billed to move via Chicago, to go via Terre Haute to eastern points, which increased our earnings.

Ray Benthien, yard clerk, Upper Fowler Yard, Milwaukee, secured the long haul on a car from Milwaukee to Columbus, Ohio.

H. J. Meek, clerk superintendent's office, Chicago Terminals, secured two passengers, Chicago to St. Paul and return.

H. Prehm, storekeeper, Galewood Yard, was instrumental in securing two passengers for our line from Chicago to Kansas City and return.

Frank E. Thielke, yard clerk, Fowler St. Yard, Milwaukee, was instrumental in securing the long haul on a car of household goods for San Francisco, Calif.

L. E. Adams, Seattle, Wash., furnished traffic tip on contemplated trip from Auburn, Wash., to eastern points.

W. J. McMahon, Seattle local freight office, furnished tip to Traffic Department, Seattle, in reference to the establishment of a local agency for the Western Freight Association to handle consolidated shipments into Seattle, which will result in a better division of this business for our line.

H. D. Carpenter, cashier, Seattle freight office, furnished traffic tip in regard to routing of shipments via our line from eastern points to Seattle.

Frank Wallace, yard clerk, Muskego Yard, Milwaukee, was instrumental in securing long haul on a shipment to Louisville, Ky., and on a car for Perth Amboy, N. J.

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. Drever.....	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.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
Lucille Millar.....	Care of Storekeeper, Dubuque, Iowa	B. M. Smith.....	Care of Superintendent, Aberdeen, S. D.
M. G. Braheny.....	Care of Superintendent, Mason City, Iowa	M. F. Kasak.....	Care of Superintendent, Sioux City, Iowa
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Harriet Sauster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
Sybil M. Clifford.....	Care of Asst. Supt., Kansas City	Dora M. Anderson.....	Care of Local Agent, Moberidge, S. D.
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Nora B. Decco.....	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.	L. W. Pratt.....	Care of Superintendent, Butte, Mont.
Julia Barrows.....	Care of Car Department, Milwaukee Shops	F. E. Kirkland.....	Care of Superintendent, Tacoma, Wash.
H. J. Montgomery.....	Drafting Room, Milwaukee Shops	R. R. Thiele.....	Raymond, Wash.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	H. W. Anderson.....	Roundhouse, Harlowton, Wash.
E. Stevens.....	Care of Superintendent, Savanna, Ill.	Anne Evans.....	Care of Superintendent, Madison, Wis.
A. E. Jerde.....	Care of Chief Dispatcher, Montevideo, Minn.		

I. & D. Division Items

M. G. B.

A TRAFFIC Operating Dept. meeting was held January 27th by Mr. Ingraham at Mason City. The Division officers and employes were well represented and the meeting was very interesting.

Mr. W. F. Cody, D. F. & P. A. who has been ill and was taken to the hospital at Rochester, returned to his office the latter part of January and we are glad to see that he is feeling better again.

Much interest is shown in the Ship-by-Rail Club recently formed by all the roads here. The first meeting was held January 24th and was well attended by employes from all roads, together with a good many of the business men of Mason City. H. R. Howard, engineer on the Milwaukee, was elected President, Cashier from the C. R. I. & P. R. R. was elected Vice President and Chief Clerk in the C. N. W. freight house elected Secretary-Treasurer.

Mr. H. W. Wuerth from Chicago has been appointed Division Engineer at Mason City and moved here the 1st of February. Mr. M. A. Bost has been appointed Assistant Engineer.

Mr. Jay Bailey of Minneapolis, formerly in the Superintendent's office at Mason City, was a visitor in the Division offices the first week in February.

Mr. C. A. Montgomery, Roadmaster, Mason City, has moved his family to Sheldon. A series of parties was given the Montgomery's before they left and it is our hope that they will make as many friends in their new place as they made at Mason City.

The sympathy of the I. & D. Division is extended to Mr. O. L. Hopkins at Chamberlain on the death of Mrs. Hopkins February 13th.

We have received word that O'Brien had verbal billing on a car of hay for Eau Claire, Wis., via the Omaha Ry. How do you suppose O'Brien billed it?—To O'Claire, Wis., via the O'Maha. You can't blame O'Brien—that's the way O'Connor spells his name too!

Hurrah! Hurrah! they're off!

What's off—a horse race?

No. Bolton's and Reichardt's mustaches.

Safety first notes—During the extreme cold weather it is best to keep the greater part of the body covered. We hear that Julius and Herman Q. froze their ears.

Have from a very reliable source that the railroad known as the Montgomery & Wilhelm Limited had issued a new time card. The only new changes are that Mason City is a flag stop and Sheldon is the final terminal. Also understand that Sheffield is the turning point for the bi-weekly express, handling only Roller Skates—

Signed—The General Nuisance.

Questionnaire on what the well dressed railroad man is wearing—

O. A. Beerman—Spats (to keep his ankles warm).

Julius—Derby (He dotes on them at 40 below zero).

C. E. M.—Galoshes (He has taken to wearing them in the office. He takes them off when he goes out—it's warmer outside.)

Don—Cap (It's worn pulled down over the ears during this winter weather so that the wearer looks like Izzy—?)

More on this when the spring styles come out.

Kansas City Division

C. M. G.

EFFECTIVE with February 1 the position of Master Mechanic at Ottumwa, held by Mr. M. P. Hannon, was abolished. The territory on the Kansas City Division assigned to P. L. Mullen, Master Mechanic, Savanna. Mr. Hannon was transferred to Galewood, Illinois. Mr. and Mrs. Hannon, who will make their home in Chicago, departed on February 13 for their new home. We wish them success. Mrs. Hannon will be greatly missed among the members of the Milwaukee Women's Club, of which organization she was a very active member.

R. D. Adkins, agent, Chula, was off duty for nearly two months account injury sustained while spending the night on the farm with some of the live stock.

Engineer Virgil Glore returned from his yearly sojourn in Oklahoma, including a visit with his sister in Tulsa and other relatives in Oklahoma City.

Mrs. C. L. Ward, wife of clerk in freight house, Ottumwa, was summoned to Kansas City account death of her cousin, Mrs. Helen Underhill, the former Helen Debord of Ottumwa.

E. E. Barnes, first trick operator, Excelsior Springs, was on a six weeks' vacation, being relieved by F. B. Sutton.

Account reduction in force L. Calloway displaced M. L. Fromm as operator in dispatcher's office, Sherman Street, Mr. Fromm going to Mystic to fill vacancy of second trick operator.

Harold L. Henson, stenographer to superintendent, proudly announced the arrival of a second son in his home on West Second Street, Ottumwa, on January 26—he now has a "Donnie and Jimmie" in his family, the new arrival being named James Edward.

On January 13 Mrs. H. C. Munson was notified of the death of her father, Mr. Fred Domer, Marion, Iowa, who was ill with pneumonia for four days. Funeral services held at Marion on January 15 and burial at Central City, Iowa.

Mrs. Mary Sheridan, mother of G. C. Sheridan, storekeeper, Ottumwa, returned to her home in Minneapolis after a visit of several months in Ottumwa. Christmas, 1932, was the first time in forty-seven years that she spent this particular holiday away from home.

Engineer A. M. Jackson was called to Oklahoma City in January account the death of an aunt.

The sad news of the death of Engineer James Gordon was a shock to his many friends and acquaintances on the K. C. Division. He had been ill with influenza for several days and passed away on January 17 in the home of his son, Bernard, in Kansas City. He entered the service of the Milwaukee in March, 1883, as a fireman and was promoted to engineer on December 15, 1887. His remains were brought to Ottumwa and taken to the Vaughan Funeral Home.

Engineer Frank Sinclair received notice of the death of his brother on February 6 at Waterloo, Iowa.

James Cherwinker, another of our veteran employes passed away on December 25 at his home in Washington, Iowa. He had given many years of faithful service to the Milwaukee.

One of Ottumwa's oldest residents, Mrs. Mary Jane Lunkley, mother of Engineer W. J. Wilson, Ottumwa, died on February 8. She was 86 years of age and had been in ill health for some time.

Drafts from the Drafting Room

H. J. M.

THE SECOND bowling meet has passed and with it come a few notes.

Al Jung, master bowler, either had his hook working right or the pinboy had his foot working well, but anyway, Al totaled 584, or an average of 194.2 for the evening. He now leads the league with an average of 171. Art Schroeder and his cannonball were off stride the first two games, but he finished strong in his last game to hold his average and take second place. Gus Koester (Lumbago Gus) could not pull himself together for the evening's entertainment and so held his average by not bowling. Monty, next in line in standings, had a rather bad time getting started, due to (everyone says) the fact that Monty's family was on hand to see what he could do. A very bad night indeed as Monty's score of 450 indicates. Art Steltz had a little good luck and a little bad in compiling 460 pins to pick up a few pins in standings. Harry Sjogren was having a good time until someone swiped his pet ball and fell off somewhat breaking in a new one. A. Schultz, thanks to a big 207 first game, got 479 for the night. As the

evening wore on after that 207 game Art just about managed to finish. Kilimann dropped a few points in standings because his strike ball wasn't working well. Mangus' big 198 middle game pulled him up 7 points in standings. He also bowled two other games not worth mentioning.

H. W. Chandler, bowler (de luxe) the first night out, is having his average trimmed down to normal gradually. Soon he will be rolling his true average. Our southpaw artist, Les Winding, had a little trouble with his hook and so dropped a point in standings. Leonard L. (185?) Lentz seems to be laying low for turkey bowling such scores as 112 and 123 indicate. Either that or he just can't get more wood. Which is it, Len? George Luebke is gradually bettering his game. He starts slow, this fellow, but watch out when he gets going. He lifted his average a couple of notches. O. "Baldy" Grassl put in his first appearance on the drives this season and showed to good advantage. He and J. Macht bowled the same to the very last game each getting a 134 finisher. This also was John's first appearance. Russ Harrington gained a point but he could have done better. Seems to me Russell's thoughts were a far way off from bowling. What was the result, Russ, boy or girl? Junior Bilty tried to do better this time but did a little worse. You're trying too hard, George; relax a little and don't eat so much while bowling. It affects the games of some bowlers, while it helps others, taking C'Brien as example. While Irish was way off his first game (due mostly to stage fright, I guess) he went out and ate oodles of those combination cheese, liver and summer sausage sandwiches during the second game and boy—did he ever bowl that high last game. H. Uecker (sour apple and all) bowled his average, if not better by getting 432 for a 144 average. He's a veteran bowler.

Borucki, Grant & Moody were having a nip and tuck affair between themselves, Bob finishing five pins ahead of Moody and he in turn sixteen over Grant. Moody and Bob had great last games of 104 and 100 to just eke out ahead of Grant. All remained almost stationary in standings. Moody found a place in the standings as this was his first appearance. Free lunch was had by the boys that got in line ahead of Irish and Junior. The alley owner said, to insure everyone of some lunch next time, he will set Irish and Junior's aside in another room.

A good time was had by all who attended and soon the boys will be hitting the maples like a Daw or Marino.

Herman Killian, an extra conductor on the Des Moines Division, was found dead in his room at a hotel in Des Moines Jan. 3rd. He had arisen during the night and told the hotel clerk he was suffering with stomach trouble, but went back to his room leaving a call for eight o'clock. When the clerk went to the room to call him he was found dead on the floor.

Iowa (Middle and West) Division

Ruby Eckman

OLD time Milwaukee employes are not the only ones who look forward with interest to the coming of the Milwaukee Magazine as the correspondent recently read a letter from Alexander Smart at one time agent for the M. and St. L. at Perry, who is 97 years of age and who is now a resident of the Masonic home at Zenith, Washington. He says he is a regular reader of the Magazine and turns first to the Iowa division notes for news of his old friends in Perry.

Floyd Martin's wife and son, Chester, went to Los Angeles the latter part of January to attend the funeral of Mrs. Martin's sister, Mrs. Edward King, a former resident of Perry.

Three of the Milwaukee family, Mrs. W. J. Fuller, Dale Taylor and Glenn Linn, had the novel experience of being on a jury in a murder case at the January term of court. Charles

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OR

DELAY DOES

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IS A REASON

FOR IT.

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CAUSE SO THAT

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APPLIED

IMMEDIATELY.

LESS CLAIMS
MORE FRIENDS
INCREASED BUSINESS

Pickett, for many years a resident of Perry, was on trial for murder. The jury found him guilty of manslaughter.

Conductor W. E. Rathman and wife were at Excelsior Springs a couple weeks in January.

Bert Brandt who has been perishable freight inspector at Perry for some time has been transferred to Othello, Washington, and Nels Nihlen who has been at Sioux City has been transferred to Perry.

Engineer E. Stoner received word of the death of his sister-in-law in Chamberlain, S. D., in January. Mrs. Slifer was one of the victims of the typhoid epidemic in that locality.

Engineer Charles H. Hunt and Mrs. Leota Townley, both of Perry, were married Saturday evening, February 11th. They will make their home in Perry.

Frederick Bauder, son of Train Dispatcher F. S. Bauder, has been in a Des Moines hospital, following an operation for appendicitis.

Sunday, February 5th, Fred W. Ling, Jr., formerly a Milwaukee caller, and Miss Lucile Wasson, daughter of Engineer Halsey Wasson, were married. Fred is manager of an oil station in Perry and they will make their home in that city.

R. E. Fitzgerald, operator at Manilla, was sick a few days in February, H. C. Krasche relieving. B. C. Snyder of Dawson station also suffered an attack of the flu, Lawrence Fiala relieving, and C. W. Hall had his knee injured while helping a stock shipper load stock, F. O. Bruce relieving on that job.

A playlet, "Auntie's Valentine," written by Engineer Thomas Rellihan's wife, who uses the pen name of Gernie Hunter, was recently presented over radio station WCFL in Chicago. The play was under the direction of Mrs. Howard Gentine, formerly Miss Grace Thornbrue, a Milwaukee stenographer in the offices at Perry and Savanna.

Harry Boyens of the Perry roundhouse force is a grandpa, a son having been born to Mr. and Mrs. Leroy Lindell, the latter a daughter of Mr. Boyens.

Engineer John Cunningham has been in a hospital in Rochester, Minn., for some time for a throat operation for the relief of a serious trouble.

Coming west on 61 one day in January, Conductor Burnham's crew noticed smoke coming from a freight car. They stopped at Ferguson and found a young man beating his way on the train had started a fire with some papers in the car. He was almost overcome by smoke when discovered. He was taken out of the car and turned over to the county authorities and later sentenced to three months in jail.

Conductor Clyde Utterback is convinced that thrills come in sets of three, at least to him. In January he helped the deputy sheriff locate a young colored lad who had been doing some shooting around the mining district near Madrid. A few nights later while on his way home he intercepted some fellows trying to rob an oil station opposite his home. The fellows returned to finish the job after his lights had been extinguished, but he looked out his bedroom window and saw them and summoned the police. His third thrill was when his caboose overturned and caught fire and he and the rear brakeman had to help a couple stock men out. Clyde was quite badly burned, but has been improving since the accident. The report is that Bill Brown and Operator Claude Conklin hid under the desk in the Madrid office while Clyde and the deputy sheriff were looking for their man. Assistant Superintendent R. C. Dodds' son Robert also got a thrill out of the shooting which took place in the service station robbery, as they live next door to the Utterbacks.

Conductor Joe Bryant's friends have been having a good laugh on him lately since it was necessary to re-seat his trousers. The accident happened when Joe tried to absorb too much heat from a waiting room stove when the tempo was down around the 20 minus point.

A. B. DeDual, son of Machinist George DeDual, was married January 22nd to Miss Olive Grace Lindsay, of Perry. They left a few days after their marriage for Tulsa, where Mr. DeDual is employed.

Joe Weidman, freight house transfer foreman at the Milwaukee freight house, welcomed a young son into his home on February 2nd.

Machinist Helper Harry Hull of the Perry shop force and Mrs. June Kimrey of Perry were married in Omaha the forepart of January.

Perry friends learned in January of the death of Dr. W. O. Boone, which occurred in Portland. Dr. Boone was at one time an engineer on the Iowa division.

The Perry roundhouse force was recently put on a two instead of three shift working schedule.

There is another son in the home of Ray Lee of the Perry roundhouse force. The lad was born January 14th.

Friends of T. C. Peterman, for many years a train dispatcher in the Perry office, will be interested in learning of the marriage of his only daughter, Ezma. She was married January 5th to G. F. Johnson at Amcs. The young people will live in Oregon.

Mrs. Victor Hansen, who leaves soon to make her home in Aberdeen, to which place Mr. Hansen was transferred when the safety inspector jobs were abolished, was the guest of honor at a luncheon given by the Milwaukee Women's bridge club. Mrs. Hansen was presented with a gift as a remembrance from the bridge club.

Engineer Billie Murphy was off duty in February, due to an infection in the jaw.

Iowa Division, Second District

H. H. Jacobs

WELL, well—the Hon. Mr. Ground Hog proved he wasn't foolin' when he spied his shadow and retreated to his subterranean bungalow to snooze through another few weeks of winter, while us poor mortals were compelled to prance around in plenty-below-zero weather. Brr! Nineteen degrees below zero in Des Moines early in February and 30 below at Spirit Lake.

We regret the two recent deaths on the Division, but will mention them in the order in which they occurred:

Mr. Nels J. Young, section foreman at Clive for many years, passed away January 23rd at the age of 62 years. He was born in Sweden, coming to America at the age of 23 and locating at Clive, where he resided until his passing, except for five years' residence in Des Moines. He was with The Milwaukee Road almost forty years. Mr. Young's health began to fail about two years ago. His last few weeks were spent with his daughter, Mrs. Helen McCutcheon, in Des Moines. Among the surviving relatives are several brothers and sisters in Sweden.

Ray V. Dawson is coming along nicely at Broadlawn's in Des Moines. He is looking and feeling fine.

Have you written your legislators and told them you, as a lover of fair play, would like to see the railroads "unham-strung" and allowed to compete with the bus and truck, and would like the bus and truck, both contract and certified, to receive the big dose of regulation they deserve? Among other things, ladies and gentlemen, it means your and my job unless we can induce our statesmen in the halls of justice to enact helpful truck and bus legislation. They are considering a truck bill at the state legislature now, but it could be more helpful by being more severe with the truck. Let's write 'em this evening.

C. E. McGrew has transferred to the agency at Varina.

Old Man "Flu" laid Traveling Freight and Passenger Agent N. P. Van Maren low for a short spell in January.

The wife of Robert H. Conrad, City Freight Agent, Des Moines, was seriously ill during

January, following a mastoid operation. She has returned home from the hospital and is progressing nicely.

La Crosse-River Division Items

Eileen

TWO promising young brakemen, they Went out to take a ride one day. The axle squeaks, the axle grinds, Let's look to see what we can find.

Alas, alack! The axle, it was broke, But they only took it as a joke. A little labor, it was all repaired, But for what happened, they were unprepared.

The axle squeaks, the axle grinds, Let's look and see what we can find. Into the garage they went with swank, And built a fire under the gas tank.

Alas, alack! the axle, it was broke, But now the darned thing's only smoke.

Dan O'Leary is proud of two fine young granddaughters born during the month of January. By the way, one of these young ladies makes Louie Hamelie grandpa, too. No wonder they are passing the expensive cigars and swelling out their chests.

It is with sorrow that we heard of the sudden death from a heart attack of Veteran Engineer Adolph Meyer, on January 16th. He is survived by his widow and one son and six grandchildren.

The Kingfish at Portage has turned horse doctor, and is he good.

Foster Phillips and John Eberhardt have ordered two pairs of shoes through some new shoe store in Milwaukee, which handles all sizes, 15 to 20, in the very latest of models.

Mrs. Leonard C. Woodman, age 29, passed away at St. Savior's hospital in Portage. She is survived by her husband, who is one of our engineers, and three small daughters. She will be missed by her large circle of friends.

Mr. and Mrs. Lonnie Farnham are parents of a daughter born on January 14th.

Mike Keaveney is trying the New York step-ins, and says, "They are the berries."

Mike Hodge, who has been in the service of the company for about forty-eight years as section laborer and foreman, died at his home in Wisconsin Dells on February 11th. Funeral services were conducted on the 13th.

Earl says, "You ought to see What the stork has brought to me. Twins, a girl and a boy, To be forever, a joy?"

At five in the morning, they say, Time to get up, and then, wotta day! But why, oh why, did they wait, So the income tax I couldn't escape?"

West End of the Trans-Missouri Division

R. K. B.

THE consolidation of the Coast and Idaho Divisions resulted on February 1st with the appointment of Mr. P. H. Nee, former Superintendent of the Idaho Division at Spokane, as Superintendent of the Trans-Missouri Division, vice G. H. Hill who is transferred to Spokane. Mr. Hill's transfer was the source of keen regret to the many friends he made on this division among the employes and business people, and we all join in a hearty wish for good luck to him in his new location. To his successor, Mr. Nee, we express our welcome, and from reports of the high regard he was held on the Idaho Division, we anticipate a pleasant relationship.

Before his departure for Spokane Mr. Hill was given a farewell party at the home of Agent W. N. Ross, at which time he was presented with a leather golf bag and a complete set of MacGregor clubs, the gift of his friends on this division.

This winter, as usual, has been the occasion for quite a few leaves-of-absence for purposes of rest and vacation. Engineer E. L. (Skinny) Dunlap has left for Hot Springs, Arkansas, to rest over the winter, and Francis (X-Bushman) McGourty, special apprentice in the Mechanical Department, has just returned from a sojourn in Los Angeles, Hollywood, Culver City and Malibu Beach. His natural modesty has so far forbade him to relate his experiences among the glamorous movie stars, but we hope he won't be offended if we take the privilege of suspecting much.

The family of Chas. P. Shine, clerk, has moved to Faith where Charlie is now employed as station helper.

During the absence of Dispatcher Dave Hagerly in Helena, where he is a member of the Legislature, his duties at Miles City are being divided between Walt Horn, who was located for many years at Moberg as trick dispatcher, and Neil Grogan, regular relief dispatcher here.

Mac, the Chief Clerk, says I ought to be able to find a human interest story in the Cooley Dam. Well, the only human interest I can think of is the reaction of Chief Carpenter Blake every time he hears that the mud flat that the Musselshell River is most of the year has filled up with water and gone on the rampage. Then, it's "Damn the Cooley Dam" and a bridge crew goes to work. This time Blake says he's going to put in a dam that will keep the damned river in its place, and he's been hard at it the past two weeks.

In spite of general depressed conditions and decreased carloadings during 1932 the coal business on this division managed to show an increase over the preceding year, close to 10,000 cars being shipped in all. The increased activity on the part of the lignite mines in the Dakotas accounted for some of this, and the mines in the Roundup field also showed a nice increase. Many people have demonstrated to their own satisfaction that it is much more economical to burn Roundup coal than gas for heating purposes. The trend back to coal has been quite noticeable this winter.

W. L. Cain, reserve fireman on this division, has secured a position in the State Capitol at Helena during this session of the legislature.

Rumor hath it, also, that W. H. Bartley, brakeman, will be one of the Montana delegation to go to Washington early in March to be present at the inauguration of President Roosevelt.

Reductions in the Engineering Department on Lines West have resulted in the displacement of Draftsman E. C. Erickson and Instrumentman Charlie Peterson in the Miles City office. We are sorry to see these two fine young men lose out, and hope that very soon they will have an opportunity to be with us again.

Agent E. E. Kemp of Terry has left for California points to sun himself for 60 days or so. During his absence his position will be filled by J. J. Blazek.

Earnings on the Trans-Missouri Division showed a \$52,000 increase for the month of December over the same month the preceding year. Nowadays an increase in business is supposed to be something unusual and well worth reporting.

L. S. Richey is back in Miles City again in his old position of perishable freight inspector. Last year he put in a busy six months as stockyard foreman at Marmarth, and his handling of the yard was well liked by the stockmen. With the discontinuance of Marmarth as a feeding station for transit stock he was transferred to Miles City gain, succeeding L. F. Johnson who has gone back to Minneapolis.

New faces which have appeared among us recently are Dave Mankey's and Charles Tusler's. Dave bumped in on the comptometer desk, succeeding Ruby Currie, who is going back to the banks of the Wabash (all other banks being closed). Charles Tusler will take over the duties of Asst. Engineer at Miles City, succeeding Harold Pitner who is appointed instrumentman.

Kansas City Terminals

S. M. C.

THERE seems to be but one bright spot in the extremely cold weather we have had, and that is that below zero temperature has meant increased oil and fuel business for us. We are hoping that business will continue to increase and that the weather will get back to normal.

The Milwaukee family extend their sympathy to Charles Wright and children in the loss of Mrs. Wright, who died Feb. 5th after a long illness.

Frank Reed, Chief Yard Clerk at Coburg, is at present taking a vacation, the first he has had in many years.

We have a report that Bullet Baker the Basket Ball Boy, from the local office, is playing a fine game this season for the Hobbs Feed Team.

Bus Beem says that hockey is the only game where you see some rough treatment. (Comment from Talbott—Bus has lots to learn; he hasn't been married.)

The street car company has enjoyed the patronage on quite a few auto owners during the cold spell. Folks who usually drive to work have had to come on the street car. Missouri autos aren't used to cold weather.

First District—D. & I. Division

E. S.

SYMPATHY of the D. & I. Division forces is extended to the following:

General Car Foreman J. M. Linehan account the death of his sister, Miss Agnes, whose death occurred at her home in Milwaukee, Jan. 26th.

Operator and Mrs. Geo. Seiler, Lanark, account the death of their eleven-year-old daughter, Helen, Jan. 23rd, following a brief illness with influenza and spinal trouble.

Switchman and Mrs. Geo. W. Phillips, Savanna, account the death of the former's mother, who died February 14th.

Signal Supervisor and Mrs. A. O. Swift, account the death of Mr. Swift's mother, which occurred at Sabula, Ia., Feb. 15th.

Iowa Division Engineer and Mrs. Leo Goss have returned from Los Angeles, California, where they attended the funeral of Mrs. Goss' mother, whose death occurred in that city January 22nd. Sympathy is extended to the Goss and O'Neal families.

On Jan. 25th Mr. and Mrs. Harry C. Hoffman, of Savanna, Ill., who are spending the winter in Los Angeles, California, observed their 50th wedding anniversary. Mr. and Mrs. Hoffman were married Jan. 24th, 1883, at Maquoketa, Ia., and have resided in Savanna for more than 45 years, where Mr. Hoffman was employed for many years as a machinist in the Milwaukee railroad shops, retiring some time ago account ill health. We hope they will enjoy many more years of happily wedded life.

Account closing the Engineering Office in Austin, Mr. E. H. Johnson and family, also Mr. and Mrs. Larry Evans, are returning to Savanna, and effective February 1st, Mr. Johnson resumed the position of Division Engineer of the D. & I. Division and Mr. Evans returned to the staff in the Engineering office. We welcome the Johnson

and Evans families back to our railroad circle.

Passenger Brakeman R. Y. Shedden just returned from the Coast, having been away from the division for the past sixty days.

Conductor A. Gradt departed Feb. 15th for Van Nuys, California, for a visit with his parents, former Illinois Division Chief Carpenter and Mrs. Charles Gradt, who are now located at that point.

Conductor L. J. Moran, we understand, has been putting in considerable of his spare time hunting deer in the vicinity of Prattville, Michigan, and that it is great sport and he has been having some very good luck.

Master Mechanic P. L. Mullen has been given the additional territory of the Kansas City Division, together with the D. & I. Division, and has been down there getting acquainted and going over his new territory.

Mr. Paul Hammerstein, for many years a machinist in the Savanna roundhouse, died at the family home in Savanna on January 20th from complications. The deceased had many friends among the railroad employes and sympathy is extended to the Hammerstein family.

Iowa Division Conductor and Mrs. F. E. Winston had quite a serious accident near Manchester, Ia., February 6th, when the Winston car crashed into a truck which was standing on the highway, without any rear lights or any protection whatsoever. Mrs. Winston was thrown through the windshield onto the truck and fell to the pavement, breaking her right leg three inches above the knee. Mr. Winston received a scalp wound and was cut and bruised about the face. Mr. Winston was able to return to Savanna but Mrs. Winston will have to remain in the hospital at Manchester until her leg is taken out of the cast.

Sympathy is also extended to Supt. of the Rail Mill and Mrs. J. J. Roe, of Savanna, account the death of the former's mother, which occurred in Hot Springs, Ark., the early part of February.

Agent A. J. Reinchr who had quite a seige of the "flu" is back at work again in the Freight Department at Savanna.

H. & D. (East)

"Jo"

ENGINEER M. G. Jarvis is the proud father of a big new boy born last month.

Montevideo Yard Switchman Harry Renbarger is spending the winter in California. Harry plans on staying until spring.

Conductor W. H. Petrick was in the Montevideo Hospital for a short time last month.

Mr. and Mrs. Otto Heckert are spending the winter at Hot Springs.

Harry P. Jarvis worked at Appleton for a couple weeks or more during the absence of Mr. Scott.

Conductor Pat Lawler is spending the winter in California.

Mrs. Fred Falk was called to the west coast account the death of a relative.

Baggage-man Harry Cadwell is now a passenger brakeman, and Brakeman A. F. Lundberg is in turn a baggage-man.

J. G. "Jap" Wik worked as lever-man at tower E-39 for a week or ten days last month.

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Dave Fisher spent a couple days in the Twin Cities last part of January.

Engineer Waldeman has been pulling passenger for quite a while this winter.

R. H. Gunderson, Montevideo ticket agent, was laid off recently account reduction in Fisher's offices.

P. J. "Pete" Kemla has been promoted to day roundhouse foreman at Montevideo, J. C. "Jack" Sheron going on the night foreman's job.

Jimmie Brown made several round trips on the Fargo Line, relieving Jarv Cinclair.

Cliff Bingham is running on the Harlem Line during Paul Smith's vacation.

Al Secman, new dispatcher on the H and D, spent a week-end with the folks at Austin.

Scotty Brown and Lew Mainzer, fishermen by trade, spent a day on Big Stone Lake. They got the limit, too, BUT, we understand a brother country-man of Scotty's, an Irishman, happened along upon the scene, and incidentally, happened to be a game warden, well, he showed the boys the good holes, etc., Brown and Mainzer say, "There's a game warden who is a real one."

In the last issue was carried an item regarding Marshall Drown's family being slightly gassed. It was really quite serious and both Mrs. and Mr. Drown were very sick for a couple days. Gas escaping from a hard coal heater was the cause of the accident.

E. J. Scott of Appleton was off for a couple weeks attending the funeral of his father.

Dispatcher J. J. Brown attended a meeting of city mayors in St. Paul last month.

Frank Koefgren of Tower E-14 went to Granite Falls between trains first part of February account family all down with the flu.

W. E. B. Dunlap, genealogist, visited the Minnesota Historical Society Library in St. Paul one day last month on genealogical work.

Fred Putzier, section foreman, Bird Island, took 30 days off and spent the time visiting with relatives at Crookston, Minn., Oshkosh, Wis., and Rockford, Ill.

Robt. Dye was sick in bed for a week or so the first part of February.

Ninety-one on the East end runs daily now instead of tri-weekly, 92 being handled by a ring crew, also is on a daily except Sunday schedule.

Dubuque-Illinois Division Second District

E. L. S.

THE Second District D. & I. Division is making their appearance again after a vacation of several months due to not much news and no news items contributed.

The First District had an item in the last issue about the death of Conductor John D. Welsh, a Second District Conductor, and a detailed account of his demise will appear in another section of this magazine or in a future issue. Everyone on this District was surely grieved and shocked at his sudden passing on Jan. 11th, the date that he had completed his run on No. 35 to LaCrosse. We extend our sincere sympathy to his daughter, Irene, and other relatives.

Dispatcher E. W. Olson and wife were in Des Moines, Jan. 25th and 26th to attend the funeral of Mr. Olson's uncle.

The Second District is pleased that our neighbors, Mr. and Mrs. E. H. Johnson and family, and Mr. and Mrs. Larry Evans, have returned to the Engineering Dept. at Savanna, after having been at Austin for over a year.

Conductor John E. Kohler is still on the sick list but is improving nicely and we expect to see him back on the job again very soon.

We read an account in the Iowa Division news about the death of Geo. Snyder at Ottumwa. Mr. Snyder was Paint Foreman on the Dubuque Division for quite a number of years. Sympathy is extended to his surviving relatives.

Since the death of Conductor Welsh, Mr. R. H. Kearney is again on trains 35 and 38, and Conductor W. P. Vought has been filling the vacancy of Conductor Kearney who has been on the Preston Line for some time.

Operator J. W. Hilliker has again taken up residence at Dubuque, after residing at Lake Delavan and Marengo for the past 10 months.

The Root River caused quite a little trouble for a few days the latter part of January around LaCrosse, and also at Isinours, due to floating ice which damaged the bridges in this vicinity.

We join with the First District in making another appeal in behalf of the Milwaukee Employes Fuel & Medicine Fund. This District

alone has used up about 12 cars of coal at Dubuque, and several cars elsewhere and we are making an appeal for Help! Help! for more funds to keep the good work going for another month or two. There are surely a lot of men in road service, working regularly, who could spare at least a dollar or two for this worthy fund.

John Welsh (Conductor) Rides Today

V. K. Clark

THE march of time has cast another shadow over the lives of relatives and friends, by the sudden death of John D. Welsh, at his home in La Crosse, Wis., Thursday, January 12th, 1933, at 3:30 p. m.

He gave his entire business life to his calling and vocation, which was that of a conductor on the Milwaukee Road; promoted to this position September 1st, 1882, and which he followed steadily up to the time of his death, 50 years of service with a clear record. He was a member of the Order of Railway Conductors. His ability as a railroad man was acknowledged by all employes who knew him, from our ranking officials, on down the line.

After the funeral service which was held at La Crosse, Wis., the remains were taken to Dubuque, Iowa, where interment was made. Accompanying the remains were his relatives and many friends.

As the train moved west to the Minnesota side of the river, then headed south down the west shore of the old Mississippi River, the thought came to us as we moved on,—

"John Welsh rides today

Down the river and over the same old trail;

That he traveled on life's highway;

Down the river and over the same old trail;

To the dawn of a brighter day."

And in final tribute to our loyal friend and brother, I can think of nothing that will describe John Welsh, his life, and his personality, as we knew him, any better than the few short lines below:

"He started straight at sunrise;

And he was walking straight,

when the sun went down."

Wisconsin Valley Division Notes

Lillian

CONDUCTOR W. A. LEE, who has been confined to his home on account of illness, is slowly improving. We are all very glad to hear this and hope he will soon be able to pay us a visit at the office.

Miss Evelyn Callahan, daughter of Conductor and Mrs. Dan Callahan, has returned to her duties at Whitewater after a month's vacation. Miss Callahan is a teacher in the public schools at that city.

Freight house force at Wausau have gone through the entire year without a single accident. Safety First is a live subject at the Wausau freight house. Various signs have been placed on the platform and inside the house reading, "Safety First Today," and we feel that these constant reminders have a good effect in assisting to prevent accidents. Also a check of the records for 1932 indicates that there has been but one error against the freight house during the entire year 1932, and it certainly indicates that the question of loss and damage and proper handling of freight as well as receipts and checking has been given attention.

Mr. and Mrs. Fred A. Wright and daughter, Mrs. Osterneck, and granddaughter, Patricia Ann, of Tomah, Wis., left Feb. 1st for their annual trip to the south. They expect to spend a month at Hot Springs, Ark., and various cities of interest through the south.

Logs are coming in from the Star Lake line and Newwood line and the Kinzel Lumber Company and Stange Lumber Company, Merrill, are operating their sawmills six days a week.

Mr. and Mrs. Walter Sell have announced the

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CONTINENTAL CASUALTY COMPANY
CHICAGO — TORONTO — SAN FRANCISCO

marriage of their daughter, Miriam Ruth, to Douglas A. Griffith, son of Mr. and Mrs. A. E. Griffith, which took place November 12th. The young couple are making their home at the bride's parents for the present. Congratulations and best wishes are extended by friends and employes on the division.

A rather peculiar incident occurred just the other day when Roadmaster E. C. Callahan received a message from his section men to the effect that the men were fighting grass fires about four miles west of New Lisbon, at Spur No. 8, while Mr. R. H. Cunningham, roadmaster on the north end, received word from his section men that they were fighting four feet of snow at Minocqua. Both messages were dated February 7th. An unusual record for section men on the same division to be fighting both fire and snow.

Mr. and Mrs. Hugo Sell announce the marriage of their daughter Beata to Edwin Lattimer, son of Mr. and Mrs. Charles Lattimer, which took place at Wausau, Wis., Feb. 4th. The young couple will reside at Wausau. Congratulations and best wishes are extended by friends and employes of the Division.

Mrs. C. B. Carmen of Minocqua is visiting at Ashland, where her brother is ill in the hospital.

Mr. Groundhog saw his shadow aplenty Thursday, Feb. 2nd, and according to the old weather forecast we are now due for six more weeks of winter. At Minocqua they have four feet of snow and the edges of the highways and byways are heaped high with banks of snow. About two feet of snow at Wausau skating, skiing and sliding is in excellent condition and both young and old are taking advantage of the outdoor sports.

Mr. and Mrs. A. I. Lathrop are spending a couple of months in the south. Letters and cards have been received by friends to the effect that they are enjoying their trip very much. When last heard from they were located at New Orleans, La., and were enjoying the many interesting sights to be found in that city.

Seattle General Offices

Claire E. Shappee

IT will be of great interest to friends of I "Grandpa" Johnnie Horan to learn that his two granddaughters, Helen and Mary Horan of Milwaukee, Wisconsin, known in religion as Sister Mary Beatrice and Sister Mary Cecilia, respectively, have made their first Profession into the Dominican Order. The ceremony was held in the Chapel of the Dominican Novitiate, Everett, Washington, on Tuesday morning, January 17th.

We are sorry to learn of the illness of C. A. Persons, Asst. Chief Lineman of the Telegraph Department, who has been in the hospital. We hope he will soon be well again.

W. A. MacLeod, the well known poultry intimidator, has his hens under perfect control and attributes his success to his new theme song, "Please, Lady, Can You Spare an Egg?"

"Lay 'Em Off for Thirty Days" Nye, Seattle Diversion Clerk, has been engineer for a new pair of shoes, and for a time it looked like Fred was developing a flat wheel, but now it seems like it's only a "hot box," and with a little more graphite everything should be okeh.

THE GOLFER'S LAMENT

On a Sunday clear and cold--
Our golfer brave and bold--
Hied himself forth to see
If it wasn't possible that he
Could make a hole in one.

When questioned about his score
He ripped, raved, cussed and swore
The greens were froze,
The fairways rough,
His winter driving was surely tough--
Alibis big and alibis small,
Ward Y Bell says it can't be done.
List ye to his tale of woe

From the tee and into the snow;
First a slice and then a hook
Proves you can't play golf in winter by the book,
But some day when the weather is fair and warm
I'll take that club in my strong right arm
And, by gosh, by gee, by heck,
I'll do that trick or see the back of my neck.
I'll make that hole in one, by gum,
For by others it has been done.

It is reported that John Agner has quit the other side of the Sound and will take up horse-back riding—Whoa! For night riding we suggest that he use the binnacle light and the good old red and green port and starboard. Also, let's not forget the taillight.

It is reported that M. O. Barnhart visited his brother-in-law at Enumclaw last Saturday night. The boys in the mill town suggested poker as a pastime, and that accounts for the fact that Mac came home at 6 a. m. without his overcoat. He also lost his shoes and sox, but had a little run of luck early in the morning and won these back.

Bill Murray, our genial chief clerk, says that he must buy a new car soon as possible. He was out the other evening looking for prosperity and in turning the corner (he had been told it was just around the corner) the axle broke. Bill says that as long as he is broke too, this was rather embarrassing.

PERFECT HEART HAND IN BRIDGE GAME HERE

When C. J. Cummings picked up his hand in a friendly bridge game at his brother's home recently, a perfect layout of thirteen hearts confronted him. He registered a grand slam, with 1,860 points.

Mr. Cummings, who is superintendent of the Tacoma General Hospital, was visiting his brother, Ralph V. Cummings, division freight and passenger agent of the Milwaukee Railroad, who resides at 2336 31st Ave. S. The other players were a Mrs. Tiernan, a neighbor, and Mrs. Ralph V. Cummings.

S. C. D. Office

J. B.

DI you say it was cold? Well, without any contradictions it can be safely said

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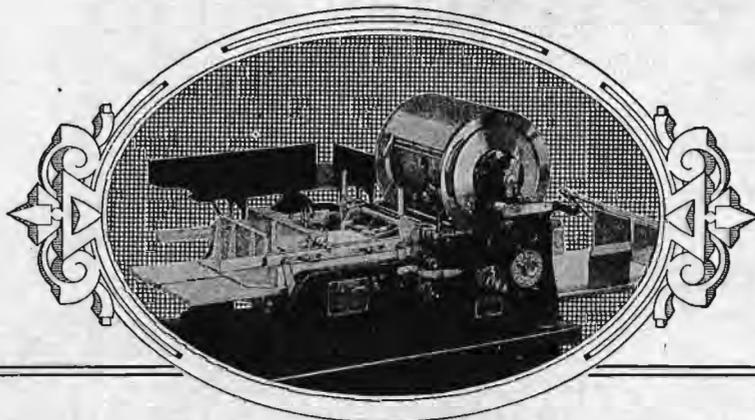
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that coming across the viaduct into the shops at 24 degrees below zero will equal any fifty degrees below any place else. There were several frost bitten faces and nipped ears. But, no matter how cold, our fresh air fiend commanded his hoofs to carry him home. By the way, the erst-while gentleman referred to celebrated his wooden wedding anniversary on February 11th and we are told there was plenty of wedding "cheer." He didn't say whether or not his wife received any new wooden rolling pins, but we know from a confidential source that she did.

It seems that mustaches are again taking the limelight. You certainly have noticed the one sprouting on Carl's upper lip and it is rumored that it is being nursed because of a bet with some friend. By the looks of it I believe Carl's won that bet.

F. H. Campbell's sentiments about a mustache seem to be different from Carl's, as, much to our surprise, he came in one morning with his mustache taken off.

M. A. Biller became discouraged at the sight of Carl's "Pride" that he shaved off that pet two-year-old he had and now has been thinking about leaving it off for good.

Has everybody noticed Bill's new vest? It speaks for itself.

Sincerest sympathy is extended to Mr. and Mrs. Cannon in the sudden death of Mrs. Cannon's father on Feb. 3rd.

Iowa and S. M.

V. J. W.

STOREKEEPER W. J. Beckel, of Montevideo, was called to Austin to attend the funeral of his mother, Mrs. Geo. Beckel, who passed away at her home in Austin, Feb. 9th.

We were also sorry to hear of the painful injuries suffered by Mrs. Joe Lorenz. She fell on an icy walk recently, breaking her wrist and hip.

Agent W. C. Hickey, of Rosemont, is still on the sick list.

Operator Vic Gillot, of Wells, is back to work after several months vacation.

Operator J. E. Clayton has been assigned 3rd trick at Ramsey.

Agent D. E. Jorgenson, of Chester, suffered a broken arm while supervising the loading of stock recently.

With the exception of Asst. Engineer Wm. Crowe, all employes of the Division Engineer's Office in Austin were moved, effective Feb. 1st.

Mr. Crowe will continue with the work in this territory.

Yard Master J. M. Plum is on the sick list at present. Foreman H. S. Voorhees, minus the "coon-skin," is handling the yard in his absence.

Mrs. G. A. VanDyke left Feb. 13th for California where she was called by sickness in the family of her sister.

Ticket Agent John Schultz is taking a leave of absence due to ill health.

Agent C. G. Wethe, of Wykoff, has resumed work after several weeks' illness.

Mr. and Mrs. Henry Herzog celebrated their sixtieth wedding anniversary February 2nd. They have lived the entire 60 years in the City of Austin and were the first couple to be married in this parish. Mr. Herzog is a veteran employe of the Milwaukee, having completed 68 years' service with the company.

On January 21st the Milwaukee Troop Boy Scouts journeyed to Hollandale where they enjoyed a hockey game with the scouts of Hollandale on the Lake Geneva rink. While the older boys were defeated, the junior scouts played a scoreless tie. Regardless of the outcome of the games the boys enjoyed the trip. On the following Saturday they entertained two teams from Hollandale on a local rink. The boys have been invited to participate in a "community ice carnival" to be held in Hollandale the latter part of February. Scoutmaster Igou is arranging for transportation so that every boy in the troop may enjoy the carnival.

While talking of hockey, we might add that Switchman "Ink" Beckel has coached a first class hockey team which has shown considerable class in these parts. We might add that "Ink" turns quite a mean blade himself.

But if you want to see something good, just journey out to the west side rink and take a look at the freight office force cutting up on the blades. Can you picture our rotund bill clerk already handicapped with a bad charley hoss rocking along with the rest of the boys who felt young when they put them on, but much older the next morning.

Engineer Sam Pettingal is the proud possessor of a 50 year service button which was recently presented to him.

General Foreman Harry Keck announces that he is grooming Engineer Orrin Blabaum to compete for the heavyweight boxing championship of the world. Harry adds that even though his

fighter does not bring home the championship belt, he will still be in possession of the championship belt line.

On Sunday, Feb. 12th, a group of friends surprised Engineer Chris Hanson and helped him celebrate his birthday. After an evening spent in plying games, the guests presented Chris with a beautiful reading lamp. The boys also inform us that they enjoyed a trip through Chris' cellar, but now the real surprise; Chris has a real aquarium in the basement where he has over a hundred different kinds of fish. He also surprised the boys with his collection of bird houses. He has more than 25 beautiful bird houses which he has both designed and built.

Engineer Herb Warfield announces the arrival of a brand new grandson Feb. 11th. The proud parents are Mr. and Mrs. August Sommers.

Records of several years past were broken when the temperature dropped to 30 degrees below zero during the cold spell, the week of Feb. 6th.

Out Where the West Begins East End of Trans-Missouri Division

D. H. A.

OUR South Dakota agents west of Mobridge are lining up members for the Mobridge Unit of our "Ship by Rail Club," and to date we have over 200 employes as members in addition to sixty-four business firms. Let the good work go on.

We regret to lose Supt. George H. Hill, he having been transferred to the Coast Division, with headquarters at Spokane. Mr. P. H. Nee of the Idaho Division has taken his place as superintendent of the Trans-Missouri Division.

Frank Schneider has been under observation at the Mobridge hospital the past week. He is now much improved and able to return to work again.

Mr. B. W. Goggins, roundhouse foreman, has been transferred to Miles City, Mr. L. H. Rabun of Miles City being sent here to take his place. Mr. and Mrs. Goggins have made a number of friends in Mobridge during their short stay here, who are sorry to see them go.

We would advise all agents along the line before accepting shipments of live turtles, to get in touch with Agent W. F. Hogan at Walker for instructions on the proper way of handling.

The position of warehouse foreman at Bowman has been taken off, Irvin Hook going to Roundup and bumping Walter Ball as warehouse foreman there. Walter spent a few days visiting old friends at Mobridge, but has now returned to Roundup, where he will displace David Mankey as expense clerk. It is hard to stay "put" these days with all the reductions going on.

Mrs. Ralph Knott, and son Jack and daughter Mary Jane, came to spend Christmas with Mr. Knott here. During their stay here Jack underwent an operation at the Dr. Lowe hospital and is now convalescing nicely.

Dr. Tarbox, who is now an interne at a Denver hospital, is back here for the holidays and is making his usual run.

Mrs. Bess Bunker spent Christmas day with her mother, Mrs. Payne, at Minneapolis.

Delsia and Henrietta Hourigan, who are attending St. Mary's School at New England, N. D., spent part of their Christmas vacation here with their father, Larry Hourigan. The balance of their vacation was spent with their grandparents at Thunder Hawk, S. D.

Mrs. Dora Anderson spent Christmas with her mother at New Effington, S. D.

Conductor F. L. Granger on the North Line is on the sick list and Condr. J. G. McGuire is taking his place.

Condr. E. M. Middleton is visiting his son at Salt Lake City.

Mrs. L. H. Eastling and son Donald spent Christmas with relatives and friends at Miles City and Harlowton.

Some people have all the luck. Conductor

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able and that it
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J. E. Langenbacher is basking in the sunshine of southern California, having gone to Los Angeles for the winter.

Mr. and Mrs. Clyde Caldwell are the proud parents of a baby daughter born on December 1st, 1932.

Mrs. A. R. McCauley is in Minneapolis getting acquainted with her new grand-daughter, Nancy Lou, born to Mr. and Mrs. E. E. Nepp on December 19th. Mrs. McCauley brought her grandson John back with her for a short stay.

Chicago Terminals

Guy E. Sampson

THE grim reaper, Death, has entered the Milwaukee families of our employes the past month and caused grief among us. On Jan. 21st Guy Sampson received a wire that his father had passed away that morning at his home in California. Deceased had celebrated his 78th birthday the day before his death and had been ill less than two months. Four children, 12 grandchildren and four great grandchildren survive.

On Jan. 23rd the Terminal employes were shocked to learn that Chief Car Clerk Joseph Burke had suddenly passed away that morning. He had been indisposed for about four days, but nothing serious and his sudden passing away was keenly felt by all who knew him. He leaves a sorrowing wife, one son and one daughter to mourn his departure. He was a brother of James Burke first trick train director at Bensenville. He had been in the employ of the Milw. R. R. since 1897 and had made a multitude of friends through his courteous dealings with all.

February 3rd Switchman Edward O'Keefe was suddenly taken ill while working on the Dunning Line job and was rushed to medical aid. However, he quickly became unconscious and passed away a few hours later without regaining consciousness. He formerly came from Portage, Wis., and his remains were taken to his old home for burial. He leaves a wife and three children besides a host of friends to mourn his passing.

On February 5th night roundhouse foreman at Western Ave., Geo. B. Tredwell, passed away. Mr. Tredwell had been in failing health for the past year and a half and unable to work. He was born in Chicago in 1877 and was a locomotive fireman on the Illinois Division of our road from 1893 till 1908 when he was appointed roundhouse foreman and in that time had made many warm friends among the employes and officials of the Milwaukee railroad.

The sympathy of all employes is extended to the families of all the above mentioned deceased employes.

Old Man Winter sure threw a monkey wrench into the machinery for the busses and trucks when he split big snow drifts over the highways the fore part of February. But did the people suffer for want of transportation facilities, we should say not. They simply fell back onto the old reliable mode of travel and shipping, "the railroads of the country." 'Twas ever thus, as soon as roads became hard to get through, the busses and trucks pull into a warm garage until the tax payers employes are sent out and the roadway made passable. But the railroads must employ thousands of snow shovelers to keep a clear way open to handle the business that their competitors are glad to receive when the tax-payers highways are open for them to use.

George Shaw, of the car department, his wife and youngest son, Geo. Jr., spent a few days visiting near Pittsburgh, Pa., this month.

Harry Mewhirter, whose eyesight forced him to give up switching box cars, has been doing some of the relief work in the train director's office. Relief Tr. Director Sampson divided the work with Mewhirter in order that he could have at least part time work and remain in the old Milwaukee family where he had been for years.

Iowa (East) Division

John T. Raymond

LOCATION of signals have been changed and gates installed February 5th at railroad crossing at Oxford Jct. The changes were made by Mr. R. F. Tyler and crew.

Twenty-six below zero at Marion February 8th. One of the fine features of the February number the Milwaukee Magazine was the write-up by "Ted" the Century of Progress Exposition to be held at Chicago this summer, particularly interesting was the description of the Travel and Transportation building. We recall being shown around the building by a guide and his saying that this was the only building in the world constructed on the truss suspension plan and that it never stood still. The motion of the building was imperceptible to the visitor, so we asked how much it swayed and the reply was, about one and one-half inches, when one repeats a word in a conversation near the center it re-echoes a number of times. The guide said that was caused by the metal dome and that would be muffled before the exposition opened.

Mr. and Mrs. F. E. Winston of Savanna were injured Monday night, February 7th, near Manchester, Iowa, when their automobile collided with a stalled truck on a highway near Manchester. The man in charge of the truck had left it to seek aid in starting it, the Manchester papers report that Mrs. Winston's left leg was broken and Mr. Winston suffered scalp wounds.

Opr. James I. McGuire is working extra on third trick at Cedar Rapids passenger station.

George Struck of Fullerton Ave. office passed through Marion on No. 7, January 30th enroute to Sioux City on account of the death of his mother. He was accompanied from Marion by Mrs. Struck. Marion friends extend their sympathy to the bereaved ones.

Agent W. T. Bright of Elwood was away a few days the latter part of January, W. K. Hodgson relieving.

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Miss Etta Linskog, Secretary General, Milwaukee Railroad Women's Club, arrived Marion February 9th and addressed the Marion Club on the welfare work being done on the system.

F. J. Cleveland, Time Revisor Supt.'s office, Marion, was all smiles January 30th, he had just been informed of the arrival of a baby daughter at the home of his son and wife, Mr. and Mrs. Walter Y. Cleveland at Nevada, Iowa.

H. C. Gustafson has been appointed Agent at Greeley and has moved his family there from Neola.

Iowa Division friends of Train Baggage man Charles Betz were sorry to hear that he had passed away at his home in Chicago, January 24th. Mr. Betz was a Mechanical Department man, given a dynamo car January 12th, 1882, at a time when trainmen were not trained for that service, and worked in that capacity up to June 9th, 1931, at which time he retired on pension. The Magazine extends sympathy to the bereaved family.

Engineer G. W. McElwain has taken a leave of absence and has gone to California to spend the balance of the winter.

Brakeman Fred M. Golden, who has been on one of the long runs between Savanna and Perry for several months, has taken the night transfer job between Marion and Cedar Rapids, displacing Brakeman John Troy.

Brakeman Ed Forbes, who has been braking on Nos. 93 and 94 between Marion and Calmar for several years, has taken a braking job on one of the long runs between Savanna and Perry. Passenger Brakeman Walter Willett was off duty from January 23rd to February 13th due to an infection in one of his hands.

Joy R. Strong of the Engineering Dept., Marion, was married January 1st to Miss Wilma Petty of Sioux City, at Sioux City, and are now making their home at Marion. On Saturday evening, January 7th, the boys of the Division Engineer's office and their wives entertained at a dinner at Hallwood Cafe, Marion, in honor of the newlyweds, later going to the home of H. B. Christianson, Division Engineer, for an evening at bridge. All their friends join in wishing them happiness.

H. P. Thompson, Agent at Lyons, is off duty on account of illness. Bruce Devoe of Fayette is relieving him.

The New Hub of the I. & D. Wm. Lagan

DICK GORMAN of the Sioux City Dispatcher's Office is on the sick list. C. C. Smith is filling in on this position in the absence of Mr. Gorman.

When you hear Train-baggage man Geo. Murphy talking about buying a fishing boat you know that spring must be just around the corner. Geo. has a deal on now whereby he says he can buy a \$116.00 fishing boat for \$45.00. George has a pedigreed cat which much prefers fish to any other kind of food and it is rumored that that is the reason he is so "hot" to buy a boat.

The Sioux Falls switchmen have a new headquarters. They have fixed up the old Roadmaster's office for their use and it certainly is quite a comfortable place. Mr. F. F. Brown has been elected General Manager and Mr. F. M. Henderson is in charge of the interior decorating.

Mr. H. B. Olsen, who has been on an extended leave of absence, has returned to work and is at present working at the West Yard Office.

Conductor Chas. Alexander has returned to work after a three weeks' illness.

Mr. E. W. Hall, Agricultural Agent for the Milwaukee road, is a newcomer to Sioux Falls and has an office in the passenger station. Mr. Hall has been transferred from Miles City, Mont.

Mr. and Mrs. Chester Belknap, Jr., announce the arrival of a fine baby boy at St. Vincents hospital, Sioux City, Ia., on February 9th. Mother and son are reported as doing fine. Chet says it took two nurses to hold the boy down

when they tried to put the identification bracelet on his wrist.

Fireman Floyd Butcher is doing his bit to end the depression. He has eight brakemen cutting wood and chasing coons in the Riverside district, Sioux City.

We extend our sympathy to Emil Oblend, Ticket Agent, Sioux City, in the passing of Mrs. Oblend which occurred January 15. Mrs. Oblend was active in Women's Club work and will be greatly missed by a host of friends with whom she had been associated.

It is reported that in spite of the severe cold weather that Miss Dorthea Cline, Stenographer at the Round House, Sioux City, and Miss Minnie Helgerson, of the Car Dept., were seen window shopping, checking up on the new spring straw hats.

Perishable Freight Inspector Nels Nihlen has been transferred from Sioux City to Perry, Ia. His position has been filled by S. F. Philpot.

We welcome back Fireman Earl Hanson who has been on an extended leave account of illness.

One of the big events of the season was the County Fair staged by the Women's Club of Sioux City. There were many original costumes and a wonderful lunch was served by the ladies. Mr. Doud made a hit as the "Caller" for the dances and should be able to qualify as a radio announcer if the occasion should arise. A goodly sum was netted and will be used to aid our unemployed railroad employees.

Night Yardmaster Tom Oxeler has been a boon to the many railroad men out at West Yard during the cold weather. Tom has a Pontiac which has never went back on him even in the sub-zero weather, and he has been a great help in double-heading and pushing the stalled cars at West Yard.

During the cold weather around Sioux City, Conductor M. Johnson and Walt Shadle suffered with frost-bitten cheeks and H. C. McClure had his foot badly frosted.

The Veterans of Foreign Wars Post, Sioux Falls, has a first class bugle corps, and the Milwaukee Road is well represented in this corps by Zane Jenkins, Harold Peters, P. V. Larson and R. J. Leming. The Bugle Corps recently gave a concert at the Sioux Falls Annual Dinner of City Employees and received many compliments on their program.

Fullerton Avenue Building A. M. Dryer

READING over the notes of the Division news-gatherers in the Milwaukee Magazine, indicates the fact that Ship-by-Rail Clubs have been organized over practically the entire system. However, we have still to hear from Idaho and Washington.

While on this subject, we wish to inform you that the Chicago Terminal's Ship-by-Rail Club has been reorganized, new officers being elected and new by-laws adopted. Due to lack of space we are unable to give you the new line-up, however, arrangements are being made to bulletin this information.

Our record breaking nineteen degrees below zero weather certainly created havoc among the ears of some of our boys. (How come the girls were missed?) These boys look as though they had battled through the Golden Gloves Tournament. L. F. Cleveland of the Southern District Accountant's office had his ears so badly nipped that it was necessary for him to receive special treatment at the Washington Boulevard Hospital. A. Rohde of the Ticket Auditor's Office was incapacitated for three days but why those ears should interfere with train earnings we are unable to explain. Frank Morrissey had his left ear frosted and in this connection, from the size of it, it must certainly have felt like a cake—a layer cake—hanging on the side of his head.

One thing we did discover during this frigid, snow heaped period, was weather in which Mr. Engstrom, our Assistant Auditor of Expenditure, could not play golf.

An advertisement appeared in the Northside

News stating that a vest had been lost somewhere in the neighborhood of Grace Street and Lincoln Avenue, and offering a substantial reward for its recovery. For fear of retribution, we only dare to disclose that a certain chief clerk of the building entered the ad. If anyone locates this vagabond vest, please notify your correspondent.

Virginia Frandsen of the Central Typing Bureau hopped into matrimony and immediately hopped out of the city to Aurora, Colo., where her husband is now located. We certainly wish Virginia the best of luck.

Miss Harriet Marcin of the Revising Bureau, Freight Auditor's Office, a young lady of few words, said just one little word recently and was rewarded with a beautiful diamond. Knowing Harriet as we do, we are sure that a reference to the young man as the "lucky fellow" is quite appropriate. We offer our congratulations.

At this writing the Misses Krella and Rhode of the Freight Auditor's Office are enrolled in the Evening American Ladies' Bowling Tournament. When this issue is published we hope to see their prizes on display.

We understand that Pete Meyer has adorned a little lady's appropriate finger with a beautiful solitaire. When do you jump off, Pete? Bernadette Harstman is the lady.

Ed Haidys of the Freight Auditor's Office has returned after several weeks' illness.

Mary Dryzouski, Freight Auditor's Office, is the recipient of a solitaire diamond. Love will find a way even in depression.

Jack Robertson and Dan Brown of the Freight Auditor's Office have returned to their desks after a spell of illness.

On February 4 the Freight Auditor's Bowling League held a sweep-stake tournament at the Antlers Hotel Alleys, Milwaukee, Wis., attended by the bowlers' families and friends.

After the tournament a chicken dinner was served at the A. C. Club Hall; dancing and refreshments were the order for the rest of the evening, which was enjoyed by each and every member. The special attraction of the evening was the music by the "Hot Stone Trio," colored banjo artists from Harlem, that kept the crowd until the wee hours in the morning. Music by Wayrowski livened up everyone and there was always a crowd around the piano singing the popular numbers just like radio stars.

The quartet rendered those good old barber shop harmonies, which everyone enjoys, and the applause the boys received was gratifying to no small degree. The card tables were occupied all the time and the usual prizes of a box of snuff or a can of corn was donated to the losers, as nobody ever wins.

In spite of the inclement weather, a good many spent Sunday visiting friends or places in Milwaukee. The "good time" spirit which always permeates the Freight Auditor's Bowling League parties brings forth the usual question—"When will the next one be held?" The answer is "Some time in April."

On January 15, at Belden-Stratford Hotel, Helyn Widman (formerly in the Car Accountant's Office) and George Ehlen were married. The girls of the Bridge Club entertained Helyn at a theatre party and presented her with an electric iron and a host of good wishes for continued happiness.

Clarence Becker of the Car Accountant's Office was recently called to jury service, returning to his duties after a day's absence. It looks as if some of the defendants had seen him first. They are safe for a while at least.

Twin-City Terminals

Leda Mars

THE many friends and acquaintances of Mr. T. C. L. Kennedy, General Northwestern Freight Agent, deeply sympathize with him in the death of his mother which occurred at Waseca, Minn., on January 20th at the ripe age of eighty-eight years.

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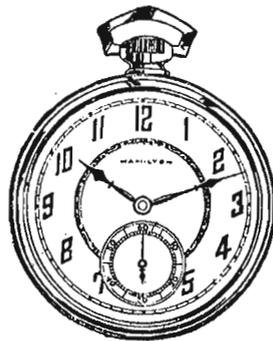
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On January 27th occurred the death of Mr. J. O. Johnson at Decorah, Ia., father of J. W. Johnson, Yard Master at Minneapolis, formerly conductor on the I. & M. Division. Mr. Johnson made his home in Minneapolis with his son for the past 3 years. He was 73 years of age and died from a stroke and was ill since Christmas time.

Ron Everson acknowledges that he is fond of lutefisk but want Carl Holmgren to know that there are also other kinds of fish in Minneapolis. Perhaps Carl is not aware of the fact. He also wants Carl to know that lutefisk would undoubtedly be much easier on upper and lower plates than some other foods.

Oscar Lodge had the misfortune to run into a tee-pee pole while sliding on his son's sled. After limping a couple days Oscar decided to stay in and pay with the electric train.

Mr. Water Howell of the local freight has gone on a trip to California and expects to be away about a month.

Mr. Harry Nee was on the sick list for a week and Jennie Goss was also absent a couple days account illness.

Union Street's Chatter By the Senator

HELLO, everybody!
Better business sense says, "Courtesy is not only a great business force, but it is a great business balm, for it smoothes the path of life for all who practice it, and for all upon whom it is practiced."

The untimely passing of Joseph Burke, Chief Clerk at Western Avenue Yard was a shock to his many friends at Union Street. Our sympathy is extended to his family and relatives.

Attention to all ladies of the Milwaukee Road. Gussie (Got a sandwich) Wygand has challenged any lady of the Milwaukee Road to an EATING CONTEST. Think of it, girls. It is really unbelievable. Yes, Gussie has done it again. The girls of Union Street would like to accept the challenge, but like our automobile manufacturers, they believe in wind resisting lines and are afraid of what might happen. However, ladies, please don't let me scare you. If there is any girl who dares to accept the challenge, write at once for further details, address "The Senator," Union Street Chatter, Chicago, Ill.

Helen Williams, one-half of the Bensenville Farmers duet, is a bit inconsistent. The other day she attended a funeral in the morning and a wedding in the afternoon. This so upset her, that she fell asleep in the bridegroom's trunk, and you can all imagine what a swell time the poor fellow had explaining to his new wife.

At a recent meeting of the Freight Agents' Assn. of Chicago, Mr. Frank M. McPherson, Union Street's Agent, was elected president for the year 1933. The great work accomplished by this organization in the Chicago area is well known to everyone connected, and we are sure that in the selection of Mr. McPherson as president, the Association will continue to succeed in its endeavor. Happy landings, Mr. McPherson.

Ben Colquhoun, the man with the Charlie Chaplin mustache, was seen frolicking in Lincoln Park after our recent snow storm, and tagging behind on a sled was Ruth Helen, charming young miss. Various points of interest were visited before returning home. Ruth Helen, of course, folks, is his infant daughter.

This story should be entitled "A Lesson in Greek." Mose Keogh and Adolph Monterde were overheard the other day in a conversation. Mose Keogh who had the floor at the start, was telling Adolph what he knew and also what he did not, about medics. As the discourse proceeded along, Mose noticed the distressed look on Adolph's face, and at once realized that his listener was not grasping the subject. Mose then proceeded again, this time using only one syllable words. Adolph, at once began to show conscious signs, and apparently having understood, he retorted to Mose in the following terms: "To me, it seems that he is troubled with an anastomosis

of intracartilaginous ossification on the costo-transverse foramen of the epistropheus. The doctors claim it is caused by a phagocytosis of the polymorphonuclear leucocytes of the rhombencephalon. They are giving him ethylenediamine tricesol which by a protoplasmic action on the sebaceous glands of the stratum granulosum should clear up the condition."

As the dictionary kept tumbling out of Adolphe's lips, Mose stared in astonishment and bewilderment, and not waiting to hear any more, he excused himself saying that he had an appointment with Ed Brantley.

The next issue of this magazine will announce the All-Star Girl Basket Ball Team. Watch for it.

See you later.

Hastings & Dakota Division W. J. Kane

I HAD hoped, and I know practically all of the boys on the division were with me, that we would go through the month of January without a reportable injury, but during the latter part of the month, we were one of the few divisions on the system that fell from the top. It was unfortunate that we had one reportable accident to mar our record. Let us benefit by the experience, and redouble our efforts to avoid any more accidents of this kind. Make a study of how you have been doing your work and develop just what actions of yours have been unsafe and see that you correct them. Some may recall things that have happened recently about which no thought was given at the time, but which, upon reflection, will startle them to think what might have happened. Once more, let us all THINK, PREACH AND PRACTICE SAFETY.

Our Ship-by-Rail Association has been active and working with those interests favorable to the railroads. There are several bills before the legislature at Pierre, S. D., in connection with the regulation of trucks, which the Association is supporting, and which we hope will be passed. We feel sure that their enactment into Law will have a beneficial effect. Don't overlook an opportunity to acquaint your senator and representative with your position, and endeavor to secure their support.

We were shocked to learn of the sudden passing of Pat Croghan, engineer, while at Pierre, working as legislative representative in the interests of truck regulation. We extend our sincere sympathy to his family.

Solicitor H. O. Hepperle is back "in the harness" after a siege of the "flu." He is kept mighty busy these days during the legislative sessions.

Miss Ruth McCarthy of the Legal Department has just returned from a trip to Cleveland. She reports a very enjoyable visit with her brother who is located there as a physician.

Agent A. R. Corwine of Linton has taken a leave of absence to visit his folks back East.

"The Stork" visited the home of Mr. and Mrs. Floyd H. Paulson of Montevideo, January 30th. Mrs. Paulson is the daughter of Brake-man W. F. Kelley. His new grand daughter and her mother are reported getting along fine.

Our sympathy is extended to Mr. and Mrs. Sig Lofdahl and family. Mrs. Lofdahl's mother passed away.

We are noticing an increase in the cream business as a result of the 40% reduction in cream rates. This is a talking point, boys. Let's see if we cannot stimulate the cream business, and justify the rates that are now in effect. We should be able to get most of the traffic.

Shanghai Doc, of the Superintendent's Office, says spring is coming. The Old Army Mule, alias Model T, perked up considerable with the rise in temperature, and despite a spavin on the left front leg, a torn left ear, an alleviated wheeze, a cough almost extinct now, a limp at the left stern post and sundry squeaks, rattles and thumps, it is all fit for the summer's perambulation 'round the country in search of the

elusive fish. Since the gizzard of the old boss is sparkin' good, he figures on connecting up with his fishin' pole and sparkin' the fish to death—if they don't bite good.

Madison Division

WALTER (SANDY) WILSON, veteran engineer, decided to retire from active service and is wintering in St. Petersburg. Look out, Sandy—we heard Walter Winchell tell about those new rubber bathing suits. When they burst they sound like a cylinder head of one of Kenney's engines.

Bill Warren with a layover in Chicago spends some of his leisure time pricing things along Maxwell Street. Quotations are furnished at the end of each trip. John Loftus claims he can better Bill's prices along the same kind of a street in Minneapolis. John has a collection of caps, hats, carburetors, come to me jacks and many other things that can be found right on his desk which he picked up very reasonable. In the spring he is coming out in a new pinch back but without spats.

Friend Frank Maxwell, City Treasurer, Madison, is laid up with a broken wrist resulting from a fall. Oh, Mr. Flanigan—

Many changes in station forces resulting in John (Chief) Meyer on third at Tower MX Madison, George Davy, Operator, Lone Rock, Lester Eberle, Agent, Stoughton, R. C. Robson, Agent, Prairie Du Chien.

Geo. Trezona is relieving Ted Howe at Shullsburg—Ted is off for an operation.

Ed Dousman celebrated Valentine Day at home—his day off.

Carl Dahnke has given up residence in Middleton and is now living in Madison.

John, Roy and Fred are figuring some way to get back the 25 bucks lost to that Roundhouse bunch in Madison—Hoover lost—so did they try and pick the new Mayor.

Have you joined the Wednesday noon tea club? Mike McQueeney is handling the membership.

Hawkeye Raftree is checking mileage and don't miss any.

J. H. Vanderhei dropped in at the Madison office—glad to see you, John.

Geo. Dunn had his nose frozen on the 26 below day and the peel is just showing up.

Ezra Jenkins and Geo. McCue attended the inaugural ball at Madison. Who was the dame, George?

Milwaukee Terminals

M. H.

ALVA OSCAR CUNNINGHAM died at Minneapolis, Minnesota, January 11th. He retired in September, 1929, after fifty years of faithful service on The Milwaukee Road, four years as brakeman and 35 years as conductor on the La Crosse division and 12 years in Milwaukee Terminals. He was born at Hartland, Wisconsin, and a Member of Division No. 46, O. R. C., and the V. E. A. The funeral was held on January 16th with interment at Forest Home cemetery. A son, L. S. Cunningham, a stepson, C. J. Campbell and a niece, Mrs. J. A. Meyers with whom he made his home, survive and to them the Milwaukee family extend their sympathy.

Chief Engine Inspector Edward Havey returned to the service January 24th, and found a large bouquet of flowers on his office desk in the west end of the CHATEAU at Milwaukee Shops, and a bunch of friends to welcome him back.

Operator Thomas Regan has been appointed Supervisor, and Section Foreman Frederick ("Fritz") Laabs Asst. Supervisor in the freight house at North Milwaukee Station in addition to their other duties. Station Agent Ward is busy talking SAFETY FIRST to both of them as Tom wants to load all of the pianos while Fritz loads the straw hats and matches.

Yardman A. J. Hamrcrer has returned to

work after an illness which kept him at home during the month of January.

Yard Master Frank Stark has been substituting for Arthur Reese at the Cut-Off during January and February while Reese was in the hospital for an operation. At last reports we are glad to hear that Reese is getting along fine.

On February 1st, one of the company police officers took our engine oiler half way to the patrol box thinking he was stealing coal before Engel could get his breath to explain who he was. Better get a V. E. A. button, Engel.

Engineers Charles (Fogarty) Byrne and Guy W. Rhoda departed in the middle of February for a trip through the South and to Cuba. They will visit friends in Washington, D. C., upon their return. Two young ladies departed upon the same train with one-way tickets to Cuba. We are wondering if this is an elopement as we have been promised cigars from Cuba.

Fireman Thomas J. (Happy) Toward has improved his spare time during the depression and become an expert highway engineer. If there is another war he says he will be in the Engineers Corps and not a private in the rear ranks.

Yardman Frank Kruser has recovered from injuries received in an auto accident January 3rd, and is back on the job at the North Milwaukee Yards.

Yardman Harley McMurtrie returned to work in January but is again confined to his home with illness.

John M. Cavey is a candidate for member of the Milwaukee Board of School Directors. He is a mighty fine young man and the son of our popular conductor, John H. Cavey of the Southwest Limited. You can't vote wrong if you vote for him.

Boiler Maker Supervisor Frank X. Hammer died February 2nd. He had been a faithful employe for forty years, but has been confined to his home for the past year on account of illness. The funeral occurred February 4th, with interment at Holy Cross cemetery. To his family the Milwaukee family extend their sympathy.

Yardmaster Haslam at the Air Line is taking up elocution and dramatic art. If you hear him reciting Longfellow's "Rainy Day" don't think he is talking to himself, he is getting ready for the stage.

Fireman Joseph Collins of the North Ave. switch job, had the honor of being the first to broadcast over the new station FDL at Fond du Lac Ave., February 11th. He told his audience about the Home Guards on the Northern division and how they dislike to get out of sight of the water tank at Milwaukee Shops.

Policeman Richard R. Zingler who was shot and killed by bandits February 6th, was formerly an employe of The Milwaukee Road, and was a very bright young man who had the respect and good will of all of the employes with whom he worked.

A card from Long Beach, California, advises that Dispatcher J. E. Roberts is confined to his bed with illness. We hope to hear of his recovery soon.

Chief Clerk Harry Bostwick of Chestnut St. Station has been in the railroad game for 56 years and all on The Milwaukee Road or its subsidiaries. The local papers had his picture February 12th. He can still do the work of two men and looks like about fifty years of age.

The Sporting Event of the year—the bowling match between Yard Director Frank Stubbe and Operator Paul Alberts—Jan. 30, 1933—Score:
Stubbe140 164 173—Total 477
Alberts131 130 144—Total 405

The final extra appeared on the morning of Jan. 31st, as follows:

"STUBBE WINS IN A WALK"

Alberts not in proper form, but offers no alibis. His statement to the newspapers is that he will confer with Billy Sixty and after a two months course of instruction he will demand a return match on his own alleys. Watch for further announcements and date.

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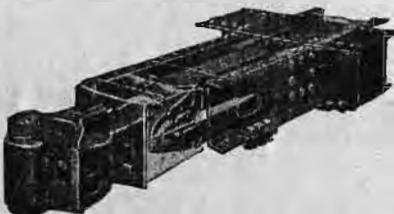
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Twin City Terminals Mechanical and Store Departments N. A. H.

THIS cold weather drove Agnes Robertson to drinking coffee but when she noticed her complexion getting darker, she graciously declined.

Engineer Frank Flannery's wife passed away after a long illness and Mr. Flannery is now sunning himself at Key West, Florida, due to poor health. We all extend to Mr. Flannery and family our deepest sympathy in their loss—a Wife and Mother.

Mr. Raymond Belitz, formerly of Minneapolis Shops, lost his wife whose death was very sudden and we all extend our deepest sympathy to the Belitz family.

Mr. O. D. Wolke, Roundhouse Foreman at St. Paul Roundhouse, has been confined to the hospital but at this writing is contemplating on going home and we all wish him a speedy recovery.

Mr. J. E. Bjorkholm was a caller at South Minneapolis after a long absence and received the glad hand from all who he came in contact with.

Mr. Albert V. Manchester, once connected with the Milwaukee Railroad when the railroad was being built through the Rockies, died February 10th at his home on the North Side of Minneapolis. Since leaving the railroad, he has been in the grocery business and known to Northern Minneapolis children as "Dad" Manchester.

Mr. Manchester was the son of the late Mr. A. E. Manchester, formerly Supt. Motive Power and nephew of Mr. Thomas Manchester who was General Foreman at Aberdeen.

Notes from the Everett Branch

R. R. T^g

OUR genial friend, Mr. Robinson, has returned to his duties as Agent at Snohomish after a serious siege of sickness and we hope that he will fully recover his strength and may be exempt from any further trouble of a similar nature.

During his illness Mr. Robinson was relieved by our old friend Mr. H. J. Court, former Agent at Carnation, who returned to his home at the home of the Contented Cows.

Jim Wolverton, the veteran section foreman at Everett, returned from his summer and fall work of running an extra gang and again took up his work at Everett. Mrs. Wolverton came up from their home near Puyallup or Sumner—we forget which—to be with her husband for a while but had to return to the Valley to look after their chickens. Jim's many friends were glad to welcome his smiling face back to Everett.

Jim Cole, who relieved Jim Wolverton during the latter's absence with the extra gang, returned to his farm home up near Mineral somewhere, where he will engage in agricultural pursuits. Jim originally came from Georgia and will feel quite at home in the large Southern settlement in the hills thereabouts.

We regret to note that Mrs. Newell, wife of

George Newell, well-known and popular member of the switch crew at Everett, is very seriously ill. The many friends of herself and Mr. Newell, both in Everett and in Tacoma, their former home, will unite in expressing their sincere hope for her early restoration to health.

Glen Larson, another one of the same crew, is an ardent fisherman and spent last Saturday and Sunday on a fishing trip to the mountain streams in the vicinity of Sultan, up in the Cascades. He had lots of fun, but the crop of fish was not as large as all the friends to whom he had promised a fish dinner had anticipated. Well, those things will happen to the best fishermen.

Mr. H. H. Tavener, the popular General Agent at Everett, together with Mrs. Tavener, were very greatly worried recently over the very serious illness of their only grandchild. For several days the baby was so ill that the family had but little hope of his recovery but to their great joy and relief the sickness took a turn for the better and the youngster is now well on the way to recovery.

Mr. J. Hayden Thomas, who used to be roundhouse foreman at Cedar Falls before being transferred to Raymond on the Willapa Harbor Line, is back at his old stamping grounds at Cedar Falls; his position at Raymond was abolished and he has returned to Cedar Falls, temporarily at least, as machinist in the snow service. His friends there will be glad to see him back for the time being.

Ralph Moyles, formerly of the Yard Office at Tacoma, will be on the Yard Clerk's job at Everett as long as he is permitted to do so under the present adverse conditions. Everybody knows him as a competent worker and very pleasant and friendly companion who will easily earn the good will of every one at Everett.

Sam Whyatt, roundhouse foreman at Everett, and his assistant, Mars Larson; A. C. Weber, car foreman there, who spends half his time with the bad order cars at Cedar Falls; Frank Dougherty, yardmaster at Everett, and John Bayne, engineer of the switch engine at the same place, have not done anything particular to get into the columns of this invaluable family magazine, but they are mentioned here to let people know that they are still on the job and hope to be so until the dust of all the present upset settles down a bit.

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

AFTER about the worst spell of weather that we have ever had to stand for in any February that I can remember in this part of our lovely state, we are now enjoying something much better—and as for what has gone by during the first half of the month the least said the better. MJW over at Butte says if I call this Spring however, I don't know what I am talking about either. No, I guess not, but with robins, (yes honestly) all around me on the roofs, and in the trees, and everywhere, if that isn't Spring . . . well, Saint Patrick's day is just around the corner and I know there is no doubt by then that even Summer is on the way.

I will have to explain a number of seemingly news omissions the past few months, and if anything you may read is a bit old you will not blame either our Editor nor myself too much. Due to the magazine space not being quite so large as it was for our division correspondence, it has to often be cut down for the space allotted to it, and often the very news cut out may happen to be the most important to us of any sent it for that month. I will try to keep within my limit, and also not forget any one if I can help it.

Conductor Wilson from the Northern Montana, has moved back to Three Forks, being displaced by Conductor Touhey on the passenger run he has been holding for the past year or so.

We wish to offer our deepest sympathy to the members of the families of Mr. and Mrs. Joe

Gordon, who lost their oldest son last month; to Mr. and Mrs. Harold Hudson, on account of the illness and death of Mrs. Hudson's mother, Mrs. Miller, of Belgrade; and to Mr. and Mrs. Percy Roberts, because of the death of Mrs. Robert's mother in Mexico, Mo., all during the month of January. The Rocky Mountain division extends to these families their sympathy, as all are old and well known employees here.

The train dispatchers have been moved from Harlowton and three telegraph operators placed there, we understand Chief Dispatcher Cornwell will go to Miles City, his old stamping ground; also C. A. Olsen, to Miles City. Terrible country for him to go to, after this one. Dispatcher Scarles will go to Mobridge, and T. J. Hansen, so far has not decided where he will place himself. Operators Kemberling, Monthey and Grogan are working the jobs at Harlowton for the present.

Miss Lucille Morrow, of Deer Lodge, died February 5th, after an automobile accident. She was a sister of Mrs. J. O'Dore. We offer our sympathy to the family for this loss.

Mrs. Shaw, wife of Engineer Shaw, has been very ill in the hospital at Bozeman, but at this writing is recovering as fast as could be expected. We hope she will soon be back with us again.

Engineer LaGrange left February 18th for his home in Lewistown on account of the illness of Mrs. LaGrange.

We understand the boys at Great Falls still have their barber shop going full blast. The page advertisement we prepared some time ago found its way into the Editor's waste basket (Editors have their troubles too), however they are still hard at it and from all we can learn, Sam Haffner stands at the top of the list; he has such a delicate touch with a razor there is a long line of waiting customers all the time. Wonderful what can be done when it has to be. We are told Fireman Leveque started this, to save money, for himself of course; Engineer Asher to pass the time on account of it being winter, and walking not so good; Eric Williams because some one told him he couldn't, and Fireman Collins—well he is a sort of straw boss, or children's attendant, we hear—at least his own family think his work first class, and that is enough for any one. Sam, however, is in first class condition, and just as soon as he can afford to lay off he is going down to California and teach them how to do this kind of work up in the right way.

The Little Mink

A Story of a Winter's Day

W. H. Shafer, Conductor Tax Div.

WHILE on a skating trip one bright winter morning, I had the thrill of meeting up with a little mink. I came upon him suddenly while rounding a sharp bend in the river and thus being taken by surprise, he appeared at a loss as to which way to go. I had passed a small hole in the ice before rounding the curve and that was probably where he had come out of the water. Seeing his way blocked to get back to where he came from, he started to run ahead of me but the ice being "glary" and the shore ice being on a slant due to a fall in the river, he made poor headway. Several times he tried to get on the bank where he could get good footing but always slipped back. I soon overtook him. Seeing that he was cornered, he raised on his haunches, pawed the air with his front feet, bared his little sharp teeth and omitted short quick gasps.

I gazed at this little animal with his dark blue coat that sparkled in the bright sunlight and wondered what a fine garment enough of his kind would

make. Seeing that I did not molest him, he dropped back on all fours and started off again only too soon to be overtaken. When he stopped this time he did not show fight but gazed pleadingly at me. I watched him for a few moments, then with my foot I gave him a quick gentle toss that landed him on the river bank. He scampered off a short distance, then stopped again and partly turning around, gave me a sly sheepish look that seemed to say, "Thank you, I expected rougher treatment," then suddenly made his escape in to the thick underbrush.

The pelt of this little creature which could easily have been obtained, would have netted twenty-five dollars. His kind are very rare, but who would have the heart.

Faith

By Bernice R. M. Boland

It is so easy to have Faith when things go just right,

But can you smile bravely at sorrow's blight; Can you courageously face whate'er lies ahead, Or do you see only deep despair instead?

Do you cry and complain when "bad luck" appears,

Or have you learned to smile through your tears; When the sky is dark and heavy with rain, Don't you know the sun will soon shine again?

Your burden is light as compared to others; Be content with your lot, do not envy another's; Look around, search for something worthwhile to do,

And there will not be time for things which once worried you.

This is a test we may each apply, Our labors are lost if we do not try; If we study ourselves, aim always at Life's best, Hold high the lamp of Faith, to our Eternal Father leave the rest.

Tip for Men

Mrs. Riley (to her husband): Please match this piece of silk for me when you are down town today, dear. Will you?

Husband (shrewdly): At the counter where the sweet little blonde works? The one with the soulful eyes—

Mrs. Riley (interrupting): No. You're too tired to shop for me after your work is done, dear. On second thought, I won't bother you.

Getting Even

A general and a colonel were walking down the street. They met many privates, and each time the colonel would salute he would mutter: "The same to you."

The general's curiosity got the better of him and he asked: "Why do you always say that?"

The colonel asserted: "I was once a private and I know what they are thinking."

Employer (to new office boy): "Has the cashier told you what you have to do in the afternoon?"

New Boy: "Yes, sir; I was to wake him up when I saw you coming."

Not Before; After

Hubby (looking into mirror): Well, I suppose you're plenty angry because I came home drunk with this black eye last night?

Wife: You didn't have that black eye when you came home.

SPORTS

January 31 was a "hot night" in the Chicago Passenger Club League when "The International Limited" took three games from "The Aristocrat" for the league leadership, in addition shot a high team single game by getting 1011 and high team three games by totaling 2747, surpassing the high games set by "The Olympian" on November 15, captained by B. J. Schilling, General Agent Passenger Department.

C. N. Rank of the Advertising Department, lead-off got a 567 series as his donation to the night of kegeling.

The International Limited				The Aristocrat			
Rank	191	208	168—567	Thomas	189	214	161—564
Proudfoot	136	156	163—455	Rowland	156	192	133—481
Buckley	181	204	170—555	Flohr	148	127	122—397
Blomquist	191	268	176—635	Roberts	158	157	152—467
Wilhelm	184	175	176—535	Schraam	175	180	172—527
	883	1011	853—2747		826	870	740—2436

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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.

FOR SALE—Jersey White Giant hatching eggs, America's best breed of poultry. They are descendants of the Marcy strain, America's oldest strain. My prices are 15 eggs \$1.25; 30, \$2.25; 50, \$3.00, and 100, \$5.00. W. D. Bellesfield, Rock Valley, Ia.

"ARGENTINE DYNAMITE POP-CORN," same used in "Karmel Korn," 10c lb. on ear. Good seed ears with orders \$1.00 or more. Postpaid. Z. G. Reiff, 313 E. Prairie St., Lanark, Ill.

FOR SALE—Very reasonable prices on all musical instruments, both new and second hand. \$100.00 tenor banjo \$30.00, in plush lined case. Gold Conn alto sax, cost \$213.00, in case, \$95.00. Cold Conn tenor sax \$75.00. New silver three star clarinet in case, Boehm system, \$22.00. Write for list. L. V. Olson, R. F. D. 6, Austin, Minn.

BETTER THAN A JOB—Send for a free copy of Self Help Bulletin; make money as your own boss. Olson Elfeo Service, Dept. V, 610 Johnson Ave., Austin, Minn.

"SHIP BY RAIL" metal signs in bright enamel colors, and with embossed letters are just the thing to sell. Every railroad and business man a prospect. Some buy two. Are attached to auto license plate in a jiffy with new style clip. Easily sold where shown. Mr. W. sold 33 the first two hours in small town. Mail 25c for sample and agent's proposition. Money refunded if not satisfied. Write Wm. Woodrow, Ottumwa, Iowa.

HAVE SEVERAL 40 acre tracts for sale in Bear Island Lake and Birch Lake country northern Minnesota. Good land, mixed with timber and brush, some open land. Land near above lakes. Terms \$5.00 or \$10.00 down per 40 acre tract, and balance \$2.50 or \$5.00 per month. \$250.00 to \$400.00 per 40 acre tract. Also any number of things: radio, etc., trade for Colt's six gun and typewriter or .32 automatic pistol. Harry Lueder, Mahto, S. Dak., Box 25.

FOR SALE—Chinchilla or New Zealand White pedigreed rabbits for Easter or breeding stock, also meat rabbits. Wallace VanBuren, 509 Hendee Street, Elgin, Illinois, or 809 Union Station Bldg., Chicago.

FOR SALE—One Victor adding machine. Used one year in station service. Good as new. Full 8 bank machine. Direct subtractor. A. G. Porter, 635 Lincoln St., Austin, Minn.

FOR SALE—Pheasants for profit or pleasure; upon receipt of P. O. for \$5.00 I will ship you by express not prepaid, a pair of beautiful unrelated Ringneck Pheasants, hand raised 1932 birds, requiring only same care as chickens from now on, with exception that they must be confined. J. S. Spurr, L. B. 506, Sanborn, Iowa.

FOR RENT—6 rooms, steam heat, second floor; will redecorate; attractive rental. 2501 Southport Ave.

FOR SALE—2 acres, all under irrigation, all planted to bearing berries except house site and small lawn. 5-room house with bath, water and electricity. Located on hard road 3 1/2 miles from Ontario, California. All clear, no strings. Wonderful place for retired man and wife. \$2500; 1/5 down, balance on time. If interested write quick to Guy E. Sampson, Bensenville, Ill.

FOR SALE—Antique Highboy (rosewood), also old clock. Brought over from England 100 years ago. J. W. Grinnan, 1806 East Lynn, Seattle, Wash.

WILL SELL OR TRADE for gun, accordion, typewriter or cheap land: Collection of 300 magazines, including Top Notch, Western Story, Argosy, etc.; collection of Agates; gent's ring set, large size, worth \$12.00; 1-ton Ford truck, model T 25; combination four-burner wood, coal and kerosene range, like new, good baker, stove originally cost \$79.00; Crossley Band Box radio. Address H. M. Lueder, Box 25, Mahto, So. Dak.

FOR SALE—Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Coeur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

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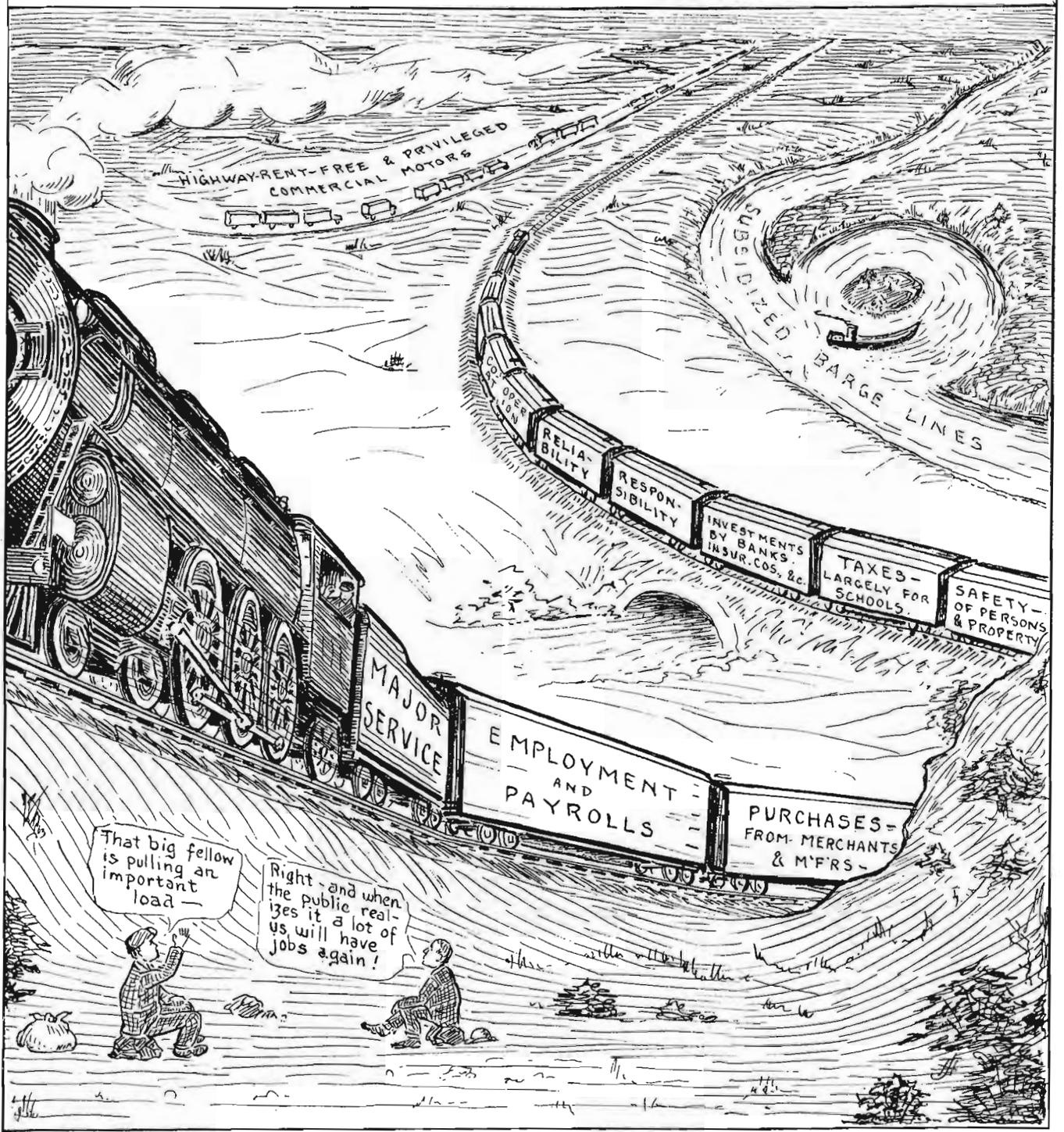
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In a recent NORMAL year the Milwaukee Road employed nearly 50,000 men and women whose payroll exceeded \$80,000,000; expended over \$40,000,000 with merchants and manufacturers for materials and supplies and equipment; paid taxes amounting to over \$9,500,000, of which a large proportion was applied to schools and a substantial part to highways,—all in addition to furnishing safe, reliable, high class transportation service.

During the last three years the great decrease in travel and shipping by rail has made it necessary for this railroad to reduce its expenditures, other than taxes, about one half. This, with like action by all other railroads, has greatly decreased employment by the railroads and by merchants and manufacturers supplying the commodities and materials used by the railroads and their employes.

It is clearly to the best interest of the public to Ship and Travel by Rail to the greatest practicable extent in order to enjoy the benefit of increased employment and expenditures by the railroads.