

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

APRIL, 1934



Sweet Creek Falls, Washington

The New York Trust Company

Capital Funds \$32,500,000

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100 BROADWAY

40th Street and Madison Avenue 57th Street and Fifth Avenue

Old Fort Vancouver, Washington

Now a U. S. Army Barracks of Importance

By TED

IN early days of this country the Northwest was invaded by the fur traders, with their motley crew of adventurers, trappers, coureur du bois, and even the aborigines themselves went into the business of trading the rich pelts of the native animals for whatever the white men brought in to dazzle the eyes or tickle the palates of the tribesmen. In his story of "Astoria" Washington Irving says that "Two leading objects of commercial gain have given birth to wide and daring enterprise in the early history of the Americas; the precious metals of the south, and the rich peltries of the north. While the fiery and magnificent Spaniard, inflamed with the mania for gold, extended his discoveries and conquests over those brilliant countries scorched by the ardent sun of the tropics, the adroit and buoyant Frenchman and the cool and calculating Briton, pursued the less splendid, but no less lucrative, traffic in furs amid the hyperborean regions of the Canadas, until they advanced even within the Arctic Circle." . . . "The Indians as yet unacquainted with the artificial value given to some descriptions of furs, in civilized life, brought quantities of the most precious skins and bartered them away for European trinkets and cheap commodities."

Out of the sporadic trading and traffic gradually grew the two great British monopolies, the Northwest and the Hudson's Bay Companies.

The Hudson's Bay Company was chartered in England by Charles the second, in 1670 and it grew to be "one of the greatest monopolies in the history of the world." The two companies were consolidated in 1821, and they ruled the fur-trading industry with autocratic power.

At the close of the American Revolution John Jacob Astor came to New York to "better his fortunes" and before many years was engaged in the fur-trade on an extensive scale. In the year 1810 Mr. Astor completed his arrangements for carrying his fur business to the shores of the Pacific and establishing a headquarters at the mouth of the Columbia River. He started two expeditions, one by sea and one by land, and the former, in the good ship Tonquin finally won over the bar at the mouth of the great river and anchored on March 22nd, 1811, near the point known as Cape Disappointment.

Many and fierce were the vicissitudes of the Astor expeditions in their efforts to establish headquarters, and founded a town the name of which would be Astoria. They lost their ships, their land parties underwent dangers and hardships untold and to add to their burdens the Hudsons Bay Company laid claim to the Columbia River territory. An English ship appeared off Astoria and de-

manded the surrender of the Americans. This was finally effected, the American flag was hauled down, the British ensign floated over the post, and its name was changed to Fort George. It was found that the location of Fort George was not an advantageous one as general headquarters for the Hudsons Bay Company, not being convenient of access from the interior points where the company had their trading posts. Therefore in 1825, the chief "factor," Dr. John McLoughlin was instructed to seek a site as far up the Columbia as ships could go. This he

Easter

All around her lovely head
Lighted candles burning.

And beside her narrow bed
April buds returning.

So I heard the church bells ring
And I heard the singers sing.

And I listened . . . when they said
Come away . . . for she is dead.

Then Spring came running 'cross
the grass,
And by her hand she led my lass.

—NBD

found at Point Vancouver, near the confluence of the Columbia and Willamette rivers. It was a beautiful spot on the north bank of the river, commanding a

fine view in both directions; there was an abundance of grazing, the ground sloped to the south safely sheltering the post from the north winds, and assuring of opportunity for farming and gardening on a magnificent scale. Here Dr. McLoughlin, famous in the annals of the Oregon country, set up his camp and soon had the erection of Fort Vancouver under way. Possession of the territory on both sides of the Columbia was under dispute between England and the United States, and it is said that Dr. McLoughlin chose the north bank of the river with the belief that it would eventually fall under British control, and from a military point of view, the place could be easily defended.

A space 450 x 700 feet was cleared and enclosed by a stockade 20 feet high and defended by a bastion at one corner. "Within, was a log house for the chief factor, with a brass cannon in front flanked by a pile of cannon balls, shops and store houses, a dormitory for employes and a big dining hall and club room,—log buildings, all.

Such was the beginning of the famous old fur-trading post that was destined to be G. H. Q. for the great monopoly owned by the Hudson's Bay Company. History goes on to relate that by the year 1828 when the treaty of joint occupation of the north Pacific coast country between Great Britain and the United States was renewed this entire fur-bearing district had been organized and the company's "brigades" annually penetrated to the uttermost parts of the territory and reported back to the factor at Fort Vancouver.

Dr. John McLoughlin was an outstanding character in the annals of that period in Pacific Coast land. From Fort Vancouver, he managed and controlled not only the industry itself, but held the Indians with a firm, but kindly hand



Old Fort Vancouver—From An Early Drawing

and many are the stories told of the strategy he employed to keep the red men in bounds. At one time when it seemed desirable to remove one of the small trading posts to the vicinity of Walla Walla, the Indians at Cascade and the Dalles objected, and they set out to intimidate the factor with a show of force. A war party got ready to capture the fort and take over the business. Dr. McLoughlin, hearing of their plot,



Headquarters Building Erected in 1849—Now Officers' Club

sent for the friendly old chief Kesano to come with his warriors. When they arrived, they were bountifully fed and then concealed in a ravine near the fort. When the war flotilla came into sight on the river—one hundred canoes in line nearly across the stream—beating the gunwales of their boats in rhythm with their paddles, they looked formidable enough. The war party, however, deferred attacking at once, preferring first to reconnoitre the scene. That night they were visited by old Kesano, who invited them to come to the fort for a parley. By three and four boatloads they were admitted and the gates shut and locked. The first sight that met their eyes was a tall and husky Scotch Highlander in kilties and full military panoply, fierce of countenance and scowling, and marching up and down, paying no attention to anyone or anything, but just marching up and down. Ushered into another room, another Highlander as fierce and inattentive as the first one was marching up and down. There the war party waited nearly an hour before the doctor appeared, looking bigger than either of the Scotsmen. He came in with a skirl of bagpipes that shook the walls of the fort, convincing the war party that this tall man with the long white hair was too powerful for them. He talked to them kindly, but told them very decidedly what they must do, and they departed, very glad to obey.

Dr. McLoughlin was more than just the mere superintendent of a great industry. He soon saw the possibilities of extensive agricultural development all about him, and he lost no time in extending his activities outside the fort into the fertile valleys of the Sound country; and under his wise supervision began the land development which has produced such rich returns in the more than a century since the foundation of Fort Vancouver.

Stories of the fertility of the country and the genial climate went back to old England with every boatload and through them came about the planting of the historic old apple tree that still stands in the reservation around Vancouver Barracks, and is still bearing fruit.

In 1826, a dinner party was held in London for officials of the Hudson's Bay Fur Company, and when the fruit was passed, a young woman extracted the seeds from her plump, juicy apple, wrapped them in a paper and gave them to one of the visiting officials. The seeds were brought to Fort Vancouver and planted, from one of which grew a fine, sturdy little tree. The first year of its bearing there was one apple on the lit-

were not always pleased with his kindness to the Americans who came into that country needing assistance. He, therefore, resigned from the Hudson's Bay Company in 1845 and shortly afterward became an American citizen. A biographer writes of him: "Since his death abundant proof of his integrity of character and kindness of heart has come from the pioneers, to enshrine him as one of the best beloved characters in the annals of the west."

United States Occupation

After the International Boundary Line treaty American settlers quickly pounced on the outlying farms and Fort Vancouver passed under the American flag, to become one of the most important frontier posts of the United States Army.

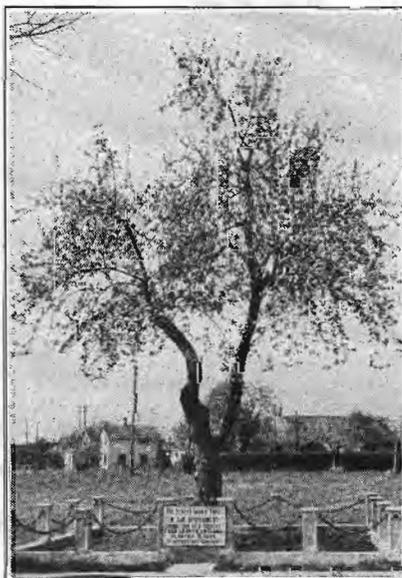
When the United States obtained sole possession of the Northwest Territory, a new fort was erected north of the old Hudsons Bay post, on a more desirable location; and was named Camp Vancouver, later was called Camp Columbia and was known as such until 1853 when it officially again received the name of Fort Vancouver. The old headquarters building and commanding officer's quarters built in 1849 still stands and is used now as an officers' club.

In 1879 the name of the fort was again changed to Vancouver Barracks, which name it still holds.

Always a military post of outstanding importance, Vancouver Barracks has a long and honorable record, having been garrisoned by many famous regiments. The first full regiment to arrive there was the 4th Infantry, in 1852, under the command of Colonel Bonneville, and General U. S. Grant, then a brevet captain, was regimental quartermaster. Other famous names of United States Army history appearing on the rosters of Vancouver Barracks include Generals Sheridan, McClellan, Miles, Howard, Pleasanton and many others.

The 7th Infantry

At present the post is garrisoned by Headquarters and Headquarters Company, 5th Infantry Brigade and the 1st and 3rd Battalions of the 7th Infantry,



The Old Apple Tree. Seed Planted in 1826

tle tree, which when ripe was picked, cut into seventeen slices and served by the doctor to his guests at a dinner party at the fort. The next year the tree bore twenty apples and from that start it got away to a long and honorable life, is still standing and still bearing apples. The veteran tree is now fenced about and great care is taken in its preservation.

Dr. McLoughlin, who has been called the "Father of Oregon," continued for more than twenty years as virtual ruler of the Northwest. Though necessarily strict in his discipline and firm in his management, he was always charitable and kind. Many, of course arrived at the fort completely destitute, and he was always ready with substantial aid and comfort, giving them a new start. He was not always repaid in kind for his benevolence; and while he was always loyal to his company, his employers



Inter-State Bridge Across the Columbia River

one of the oldest regiments of the U. S. Army.

The 7th Infantry was organized in 1798, mustered out two years later and reorganized in 1808 as a regiment of the regular army; before the Hudsons Bay Company laid down its first foundations at Fort Vancouver, and through its more than a century and a quarter of its existence, it has participated in all of the outstanding events of warfare in



Entrance to Vancouver Barracks

which this country has been engaged. Its first engagement was in 1811 at the battle of Tippecanoe, near Lafayette, Ind., against the Indian confederation. It participated in the battle of New Orleans in 1815, "when the old 7th had written its name high on the pillar of fame." It was engaged in the Seminole war in 1840, in the Mexican war in 1846; from 1848 to 1860 engaged in frontier duty.

On February 26, 1861, part of the regiment surrendered to confederate forces at San Augustine Springs, N. M., and the colors were cut to pieces by the officers and distributed to those who had fought there. In September, 1862, the surrendered part of the regiment was paroled and joined the Army of the Potomac. It participated in the battle of Fredericksburg, prior to which it had asked for a set of colors and was told to "win them." They were won and were restored at Fredericksburg. The regiment was afterward at Chancellors-

ville and Gettysburg. In the '70s it was again on the frontier, and in June, 1876, it rescued the remnant of the 7th Cavalry after the Custer Massacre. The regiment remained in the west until the war with Spain when it sailed for Cuba and fought at El Caney and San Juan Heights.

In May, 1900, headquarters and three companies were sent to Vancouver Barracks. It was in the Philippines in 1903, and in 1914 it went to the Mexican border.

It had a brilliant record in the World War, sailing for France in April, 1918, took part at Belleau Wood, defense of the Marne, St. Mihiel, Montfaucon, Bois de Cunel. After the armistice it went with the Army of Occupation to Germany, and arrived back in the United States in 1919. In 1922 the 1st and 3rd battalions moved again to Vancouver Barracks where it has been stationed ever since, while the 2nd battalion is at Chilkoot Barracks, Alaska.

Our Service

"Good Will Is the Disposition of a Customer to Return to the Place Where He Has Been Well Treated"

THE good will of the patrons of our service is gained, quite as much by the small courtesies and thoughtful care for the comfort and enjoyment of travelers on our trains, and by care in handling and expediting shipments, as it is by luxurious modern equipment, speed, etc. Travelers of today, of course value the material comforts and luxuries, and when to those are added the quiet and courteous attention of alert and interested employes on trains and in offices where our service is sold, the disposition of those customers who receive consideration is to return to that service where they have been so well treated.

Just what are those attentions? Well, one instance: when a train crew, instead of hiving themselves up in the forward car where a game of cards is going on, make regular trips through the cars, to see that the ventilation is all right, and in cold weather to see that the heat is regulated to the temperature out-

side and the ventilators closed to the windy side of the train. Such things are a part of the "duties" in which train men are instructed, but one often finds that the conception of those "duties" is to leave the ventilation and kindred matters just as it was arranged at the terminal, and so passengers are often left to suffer when conditions may have changed after the trip commences. Therefore when a brakeman comes through, casts an eye outside to locate the direction of the engine smoke and then goes about it to arrange the ventilation in the most comfortable manner at his command, the "customers" are happy, and their good-will is assured. One sometimes hears the remark: "I like to ride conductor so-and-so's train, because the crew all seem so attentive," etc. Or "I'd like to be sure *not* to get conductor so-and-so and his crew, on this trip, because if the weather is cold they'll freeze us out, they never look at a ventilator and they never appear

except at a station, when they leave the doors and vestibules wide open until they happen to think to close them, or some passenger has to do it." Now which of those types of train crews are going to do the most toward gaining the good will of the customers?

This more especially applies to coach travel, and with the reduced fares such travel is on the increase and train crews have every opportunity to make themselves good business getters by letting no opportunity slip to look after their passengers and minister to their comfort in such ways.

Sleeping car passengers have one recourse which coach passengers do not have—they can touch a button and the porter comes; coach patrons do not have that convenience, and if the brakeman or the conductor does not put in an appearance frequently, someone may be suffering with cold, or smoke, or whatever the adverse condition, without means of help.

Happily, on this railroad, "The Milwaukee Spirit" is a working force among our personnel, and we have such letters as the following, expressing the good-will that has been gained through the interest of employes who want our "customers" to be comfortable and satisfied, to the end that they may "return to the place where they have been well treated."

From Far Away England

265 Essex Road,
London, N. I., England.

Mr. W. B. Dixon.

Dear Sir:

I would like to thank you, and through you, the attendants on the Olympian. I traveled from Vancouver, B. C., to New York by day coach, funds not even stretching to a sleeper, and although traveling in that humble manner, I received even more courtesy from your officials than I have received in other countries when holding a first-class ticket.

A brakeman on duty on April 19th, who left the coach at Moberidge, I found particularly well informed, advising passengers of points of interest. The conductors and brakemen are perfect hosts. It was a pleasure to watch them, when duties permitted, making a long journey so agreeable for the public.

I shall always retain pleasant memories of my first entrance into the United States; and I have written to friends in Vancouver, assuring them that the trip advertised by your Agent in Vancouver, B. C., "To the Old Country—\$138.00," is all that Mr. Chapman said.

From the moment I entered the office in Vancouver until I arrived in New York, the most noticeable feature was efficiency.

Believe me,

Yours truly,
(Miss) A. Vaughan Eldridge.

Excellent Service, Good Connections and Courtesies Extended by Milwaukee Employes

The Lemmon Leader
Lemmon, S. D.

Mr. J. J. Foley,
Division Passenger Agent,
Miles City, Mont.

Dear Mr. Foley:

May I take this means of telling you how much I enjoyed my trip to Sioux Falls via the Milwaukee Road over the week end.

D. C. DeVany of Moberidge and I made the journey to S. F. to attend the annual meeting of the South Dakota Press Association together.

From the minute we left home until our return our trip was made most pleasant by

Five

the excellent service, the good connections and the courtesies extended to us by Milwaukee employes all along our way.

They showed an interest in our welfare and comfort that was deeply appreciated by both of us and the equal of which I have never experienced in several hundred thousand miles of rail travel. It impressed me with the fact that they are truly awake to the present situation and are cheerfully doing their bit to convince passengers that they can travel more cheaply and happily by rail.

May I also extend my personal thanks to yourself for the courtesies shown.

Very truly,

L. B. Boorman.

Never Met With Such Courtesy and Consideration on the Part of a Common Carrier

The Oriental Consolidated Mining Co.
15 William Street
New York, N. Y.

Mr. J. T. Gillick,
Vice President, C., M. St. P. & Pacific R. R.
Dear Sir:

I am impelled to write and tell you of the very courteous treatment that I and a party of friends received from your representatives in Victoria, B. C., and Seattle.

We arrived on the Empress of Japan, May the 9th, having been informed on the steamer that it would be impossible to make connection with your "Olympian" leaving Seattle that evening. However, Mr. Marshall, your agent in Victoria, met me at the dock and informed me that he would make every effort to have us make the connection. He not only did this but had us met by your representative in Seattle, where everything was done to expedite us, and the train was held until our baggage went through the customs.

I have traveled a great deal and have never met with such courtesy and consideration on the part of a common carrier.

Your train was perfect in every detail, and Mr. Landis, the dining room steward, was assiduous in his attention.

Assuring you that you have obtained a very enthusiastic customer who will always try to travel by your road, I am,

Very truly yours,

(Signed) Frederic Bull,
President.

Knows Milwaukee Service Is the Best

King County, State of Washington
Seattle

Mr. W. B. Dixon, Gen. Psgr. Agent.

My dear Mr. Dixon:

Your letter of June 20th was awaiting me upon my return home and I was expecting to write you what a wonderful trip my grandson and I had going and coming; we traveled with one of your men from Tacoma both ways.

We found the meals the finest ever, and judging from conversation with other passengers, I believe they felt that way also.

I have traveled over the road for a number of years to and from Chicago and expect to continue my trips over the Milwaukee, knowing that their service is of the best.

I wish to thank you for the lovely cook book. I also have a couple of cups and saucers which I have received from the Milwaukee in former years.

Wishing you continued success, I am,
Sincerely yours,

Mrs. Chas. C. Dose,
3414 Dose Terrace.

P. S.—The dining car supervisors were Mr. Hickman and Mr. Connelly, and the most efficient I have met.

When They Go Again It Will Be Via C. M. St. P. & P. R. R.

Water department
Kansas City, Mo.

Mr. Ernest G. Woodward,
Kansas City, Mo.

Dear Sir:

As Mrs. Ritzler and I have just returned from Seattle and Bremerton, Wash., I am

writing this letter to you to state that the service of the railroad for which you are Kansas City representatives is the finest, and the courtesy of its employes, in particular that of Mr. H. C. Mills, steward on the Olympian, between Seattle and Chicago, is unexcelled. The prices are most reasonable, and we wish to state that when we again go to the Northwest Coast we will go by C., M. & St. P.

We wish to thank you for the marvelous attention of the C., M. & St. P. Ry Co. employes to its patrons. You, no doubt, will receive letters from others who were on the same train.

Yours respectfully,

Mr. and Mrs. J. A. Ritzler, Jr.,
4148 Genesee St., Kansas City, Mo.

In Spite of Frigid Weather, His Most Comfortable Trip

Mission House,
Notre Dame, Ind.

Mr. W. B. Dixon,

Chicago, Ill.

My dear Dixon:

About ten days ago in the midst of the subnormal temperature and heavy snows and blizzards it was my lot to come east on the Olympian of the Milwaukee RR. from Seattle to Minneapolis.

Without external suggestion of any kind I deem it my duty to write you and tell you that despite the abnormal weather conditions that make railroading a hazard it was the most comfortable and pleasant trip I have ever taken. No dragging of hours, no slowing of service, and despite the below zero weather outside, the entire trip was a real joy and pleasure. To operate trains in such weather and under such conditions and to operate them as perfectly as they are operated under normal conditions is indeed a tribute to the ability of the Chicago, Milwaukee and St. Paul RR. and the men who are responsible for it.

May I commend the Olympian as the finest service in the land.

My compliments also to Mr. Bahl of Seattle, Mr. Morken of Minneapolis, and Mr. Robert Johnston of Chicago, all of the Milwaukee RR., for extreme kindness and courtesy.

Sincerely and cordially,
Wendell P. Corcoran, C. S. C.

Appreciated Efforts to Be Helpful

The Parker Pen Company
Janesville, Wis., U. S. A.

Mr. W. B. Dixon,
General Passenger Agent.

Dear Mr. Dixon:

May I be permitted to express my sincere appreciation of the courtesies you have extended to members of my family and especially last Sunday in holding the St. Paul train for Janesville?

I suppose you know that my daughter was hastening with all possible speed to get to Janesville before her brother died but was not successful.

Nevertheless, I appreciate your efforts to be helpful in this matter, and this appreciation is shared by my entire family.

Yours sincerely,
(Signed) Geo. S. Parker.

Their Young Daughters May Travel on the Milwaukee and Feel Certain They Will Be Carefully Guarded

Tricoal Products Company, Inc.
New York, N. Y.

Mr. Frank Rourke,
Chicago, Milwaukee & Puget Sound Ry.,
Seattle, Wash.

Dear Mr. Rourke:

Although the pleasure to travel on the Milwaukee has been mine and the courtesy and personal attention of the crew was evident to me in an inobtrusive sort of way, it had never really penetrated to my consciousness what that service means. To an anxious parent who had been awaiting the arrival of a seventeen-year-old daughter from Seattle it meant a lot to hear Ruth tell of the kindly and efficient care that was given to her all the way across through

your personal efforts in arranging for it. . . .

It was a revelation to me and I want you to know that I appreciate it a lot and am sure Mrs. Hoffmann will feel the same way. It will be a pleasure to inform our friends and acquaintances that they may have their young daughters travel on the Milwaukee and feel certain they will be carefully guarded and delivered safely. It was good to hear of the personal interest taken and we are grateful.

Very truly yours,
Henry Hoffmann.

For 50 Years We've Pleas'd Uncle Sam

Fifty years of service as the official line for carrying the United States mail between Chicago and St. Paul, Minneapolis, was commemorated by the Milwaukee Road last month.

In 1884, according to records in the office of Carl F. Rank, manager of mail traffic for the railroad, the Postmaster General, mindful of the development of the West, made a proposal to the Milwaukee Road for the operation of a fast mail train from Chicago to St. Paul and Minneapolis for carrying mail destined to northwest states and to Alaska. Upon inquiry as to when the service could be started he was told "tomorrow morning." The train was put into service at 2 o'clock the next morning, March 13, 1884, its operation covered by a written contract. In 1892 the post office department decided that it would no longer make written contracts, but it was verbally agreed with the railroad that it should continue to handle the mails so long as the service of the railroad continued to be satisfactory.

Throughout the years the volume of mail has increased to the extent that additional mail trains have been added to the service. Several of the Milwaukee Road passenger trains between Chicago and the Twin Cities also carry one or more mail cars.

Golden Jubilee Celebration

MILES CITY—This great cattle center of the West will be the scene of an inspiring celebration May, 24th to 26th, when the Montana Stock Growers Association holds its Golden Jubilee.

The pages of history will be turned back a half century by this significant event. Residents and visitors will live again those virile days when wild cattle roamed at will over the open ranges, and hard riding, hard living cowboys vied with the plucky prospector in subjugating this Great Empire.

Soldiers, cowboys, Indians—Crow, Cheyenne, Sioux and Blackfoot tribes will participate in this celebration. The past and present will be depicted in striking contrast, and everything possible will be done to revive the conditions and atmosphere of the old West.

Songs, dances, music and dress of the past will be the dominating note. Mammoth parades will be a feature. The clarion call of the past will be sounded at every turn. Every major agency of modern civilization will have a part. The function will be state wide in nature. State institutions, railroads and industrial organizations of every character will lend a hand.

That tremendous throngs will be attracted from virtually all sections of the country is evidenced by the fact that hundreds of hotel reservations have been made months in advance. Colonel Wallis Huidekoper of Two Dot, Mont., is president of the association. J. D. Scanlon of Miles City is general chairman of the Golden Jubilee.

Progress at Century of Progress

Many Changes and New Things Will Be Seen the Coming Summer

THE opening date of the 1934 Century of Progress Exhibition has now been set for May 26th, and there's hustling and bustling down on Chicago's lake front; and as the work proceeds we shall try to keep step, so that every reader of this magazine will have at least a partial picture of what they are

to see, for they will have something definite to talk about in the way of objectives for summer trips, as well as superior service and specially arranged tours, which will also again be a feature of exposition travel.

Last month we touched upon the interesting native villages that are being added to the big show. Their erection is going on with speed, and they will be ready on opening day.

New Eating Places

There are going to be many additions to the "eating facilities" at the fair, and among the new places where foods will be sold are: A southern restaurant featuring corn

pone, hominy grits, Creole dishes, etc. In the Black Forest Village, amid ice and snow (synthetic) there will be air cooling devices for comfort on a hot day, and German foods, German wines and "bier."

In the Tunisian Village, foods and drinks of North Africa will be served; succotash, baked beans and brown bread, codfish cakes and *pie*, the good old New England variety, will be found in the Colonial Village. You will go to the English Village for the special foods that characterized the inns of olden days when Dr. Johnson and his cronies consumed dishes of tea and tankards of ale along with their cheese and biscuits.

At the Italian Village there will be macaroni, spaghetti, noodles, real chianti, etc. And in the other native villages there will always be the specialties of food characterizing each locality. Of course, most of the food spots of last year will again flourish, Old Heidelberg, Belgian Village, Old Vienna, etc.

Something to See in Baking

The magic of modern mechanical ovens at work is to be seen in the building occupied last summer by the dairy industry. Ingredients for a loaf of bread will be weighed and measured automatically and mixing machines will stir the dough; and traveling ovens will move continuously in mechanically regulated heat. The loaves will come out of the ovens on endless belts, will move overhead to a slicing machine, then wrapped automatically, sealed and labeled; and never at any part of the process will human hands contact the mixtures or the product.

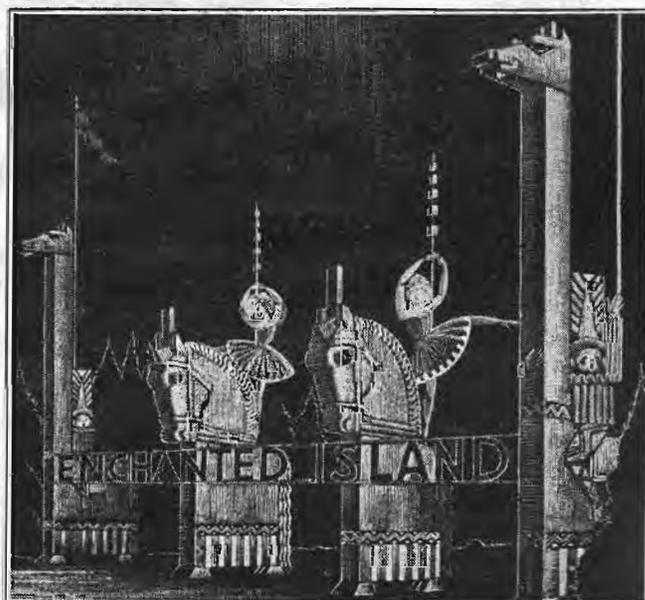
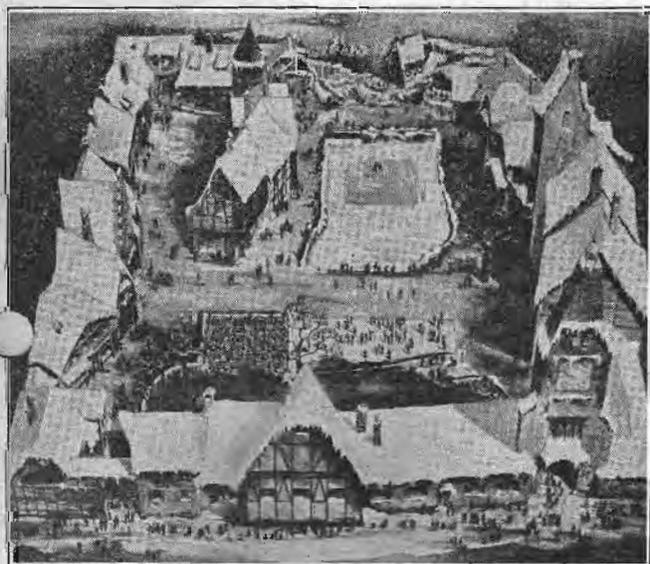
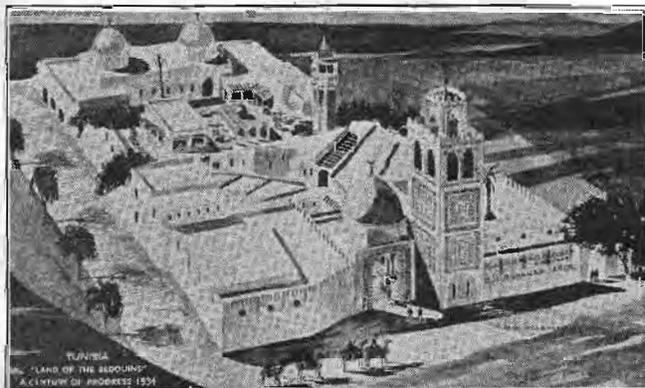
A Full Stream-lined Train

A new feature certain to attract general attention will be the new stream-lined, 110-miles-an-hour, diesel driven train, made at Pullman shops, Chicago, and exhibited the coming summer. This entire train made of duro-aluminum, weighs less than one standard sleeping

(Continued on Page 10)



going to see this year that they did not find there last summer. Already enthusiasm for the 1934 fair is mounting high and there should be lots of rail travel thither. Milwaukee employees have again a splendid opportunity to distinguish themselves as business get-



Architect's Drawings Proposed "Villages" at Century of Progress



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CARPENTER KENDALL, *Editor*

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COSTLY DELAYS DUE TO LARGE BUSES AND TRUCKS Passenger Car Owner Must Also Pay for Most of the Construction, Maintenance and Operating Costs of Twenty-foot Roads

Delays to motorists caused by the presence of large buses and trucks on the highways add to the cost of operating all passenger vehicles and light trucks, says Charles B. Breed, Professor of Railway and Highway Transportation, Massachusetts Institute of Technology, in an analysis of highway costs submitted recently to the Associated Railroads of Pennsylvania. The report continues, in part:

"When that point is reached none will hold that the bus and truck should not pay for the entire cost of this new road. Then why should they not pay for a considerable portion of the cost of the four-lane and six-lane routes where two or more lanes are added virtually for their especial use?"

"In passing a bus, a passenger car driver must take much more precaution than in passing another passenger car, for the bus is usually twice as long as a passenger car and is usually driven at a fairly high rate of speed. It takes a longer time interval to pass a bus than it does to pass a passenger car going at the same speed as the bus. Hence a greater clearance space is required on the other lane before the passing can be safely attempted.

"In passing heavy trucks, the passenger car has difficulties similar to those encountered when passing a bus. This is aggravated when there is a trailer, for more clear distance is required on account of the excessive length of the truck and trailer.

Trucks Cause Serious Delays

"When the opposing traffic is dense the heavy trucks seriously delay passenger car travel. This is a condition complained of by all passenger car drivers today on truck routes. The delays these trucks cause to the vastly greater number of passenger cars is a costly matter. It is difficult to put this cost into dollars, yet it obviously runs into large figures.

"Today the passenger car owner is not only paying for most of the construction, maintenance and operating costs of the 20-foot roads (2 feet wider than would be adequate for any density of the passenger car traffic) but also for the increased cost of operating his vehicle resulting from the delays the large truck and bus cause.

"Suppose that one in every ten vehicles on a two-lane trunk road is a heavy truck, could the passenger car driver find such a road of any service to his needs? If this condition existed, the passenger car traffic would seek a more circuitous route that would be relatively free from trucking, because he would save time and money by doing so.

Why Shouldn't Trucks Pay?

"If the heavy truck and bus were prohibited from using a densely traveled trunk highway, it is obvious that the service value of that trunk route to the passenger car and light truck would be greatly increased. If this is true then the presence of buses and heavy trucks destroys some of the road service. Why should they not pay for the loss of service to the passenger car?"

"When the presence of buses and trucks becomes unbearable, additional lanes are added which again are paid for mostly by the passenger car owner. And should the increase in travel of buses and large trucks still further increase, we will logically come to the point where roads may be constructed for their exclusive use.

Charles Benson Higgins

ON FEBRUARY 6th at Mason City, Ia., occurred the death of veteran dispatcher Charles Benson Higgins, at the age of 71 years. Mr. Higgins had been train dispatcher on the I & D. Division for more than forty-five years. He was born at Mendota, Ill., and entered the employ of this railroad in 1887, remaining in the service until his passing.

Surviving him are his widow, two sons, a daughter and two grandchildren.

Funeral services were held on the 8th at Mason City, with the Masonic ritual at the burial. He was borne to the grave by fellow workers of the Milwaukee service.

During all of Mr. Higgins' long and faithful service he was held in high esteem by his superior officers and his co-workers, all of whom will bear a memory of a kindly friend and a loyal employe. To his surviving family, sympathy is extended through the Magazine.

New Coaches, Air Conditioning for The Milwaukee

ESTIMATES just prepared by the Milwaukee Road indicate that we will contribute this year more than \$77,000,000 to the business activities of the nation.

Air-conditioning of dining cars and lounge cars will begin shortly to permit of the cars being equipped in time for summer travel.

Plans are being made for the construction in the road's shops of 50 day coaches of an entirely new type and 25 modern baggage-express cars.

It is estimated that the expenditures of the Milwaukee Road during 1934 for maintenance of way and equipment and transportation will amount to about \$65,770,000 additional. Approximately \$40,000,000 of this sum will be disbursed for payrolls; the remainder for materials and supplies.

Taxes will amount to over \$7,000,000, about half of which will go to maintain schools in the 12 states served by the Milwaukee Road.

The expenditure through payrolls, taxes and business channels of more than \$77,000,000 this year by the Milwaukee Road (partly through the use of its securities as collateral for Government interest-bearing loans), is evidence of the great value of railroads to business men and taxpayers generally in contrast to transportation agencies of other kinds that are partially supported by taxpayers.

In addition to the above, orders were placed last week for 20,000 tons of heavy rail and 27,000 tons of track fastenings, to cost about \$2,000,000.

Milwaukee Employees' Pension Association

THE annual meeting of the Milwaukee Employees Pension Association was held in Chicago in March. The annual report giving the status of the association at the time of the meeting will be published in the May Number of The Magazine.

Waiting for the Signal

"I HEARD the absent-minded Professor Jones driving his car into the garage at daybreak this morning. Where do you suppose he had been all night?"

"Well, Mrs. Jones told my wife that he saw a red lantern beside an excavation down the street and had sat there waiting for it to change to green."

The Agricultural and Colonization Department

SOUTH DAKOTA SEED SUPPLY

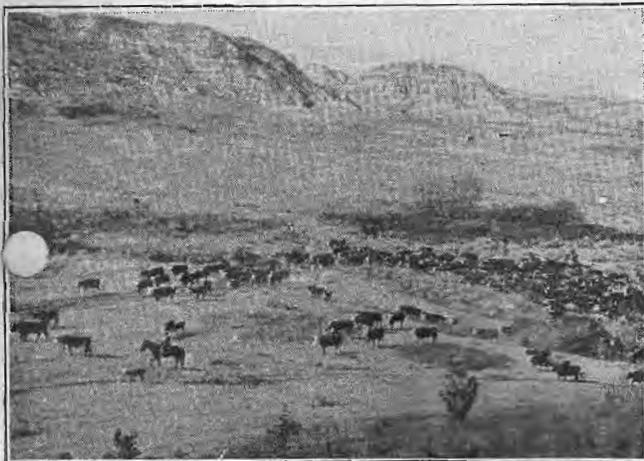
State Appointed Committee Does Good Job

BETWEEN drouth and grasshoppers South Dakota farmers are finding they have a real problem to find adequate quantities of the proper quality field seeds for the 1934 crop. This condition was foreseen by the Governor and other agricultural leaders of the State and to assist the farmers in a solution of the problem, Governor Berry appointed a State Seed Committee, whose members are working without pay and whose duties were to find the proper kinds of seed, at fair prices in all sections of the state.

The Committee has found what is thought to be enough good seed stored on farms, in elevators and seed houses to satisfy the needs of the farmers. This was accomplished by making an accurate survey of every possible source inducing the owners of that seed to set it aside for farmer usage.

Every effort is being made to have all the recommended seed properly analyzed for purity and variety. Germination tests are being made of most of this recommended supply to further safeguard the sower.

State-wide publicity has been released through every available channel pointing out where the seed may be seen obtained. Attention has been directed toward ways and means at the command of farmers who must make purchases of their seed needs. These, for example, cite the use of wheat and corn allotment funds, moneys earned on CWA projects, moneys secured from Production Credit Associations and from the New Seed and Crop Loan Fund, as well as the use of old established sources of credit and barter.



Ranchmen and farmers like these now have additional sources of long and short time credit, furnished by the Farm Credit Administration, which has now completed organization of every agricultural county served by our road.

It is surprising how generally well pleased the public has been with the work of this Committee. That they should find all necessary supplies in favored spots where rainfall was good and grasshoppers few and in supplies held over from the previous crop year was good news to all planters.

Surely the work of the Committee will do much toward insuring the state a 1934 crop grown from recommended seed of proper kinds, free from noxious weeds, and with a higher marketable value than might otherwise have been the case.

CENTRAL MONTANA PROJECTS

Plan Construction of Water Reservoirs

TO FURTHER stabilize the ranchmen of Central Montana, several reservoirs are proposed at points and on streams where the water can be impounded. Some of these reservoirs, it is thought, can well be constructed on the following streams, Willow, Flatwillow, McDonald, and Blood. The projects are locally known as the Willow, Flatwillow, Winnett, and Valentine-Blood Creek.

Each reservoir is intended to impound spring snow and flood waters that may be released during the growing season to nearby ranchmen and farm-



ers as they will need the water for the production of feed, hay and root crops. Experience has demonstrated that the ranch lands of the state often can support during the summer months more livestock than can be carried through winter months. To maintain these breeding herds during the winter is the chief object of the irrigated lands where winter feeds will be

grown. There is also an additional value to irrigating the lands along the streams, that being that those irrigated lands give the ranchmen a chance to diversify their incomes through a wider choice of production.

One of the foregoing projects is in the process of construction. That is the Valentine-Blood Creek. A survey is now being made with CWA funds of the Flatwillow project. Survey of the Willow Creek project has been completed and an application to the State Water Conservation Board has been made for the survey of the Winnett project.

FARM CREDIT

All Milwaukee Territory Now Organized

THE first of March brought about the completed organization of the Farm Credit Administration in all the territory served by our Road. Every farmer whom we serve can now find a source of credit for his complete needs.

In addition to the regularly organized banks which have served as sources of credit for farmers and others in our territory, there now are four government "banks" set up to assist farmers in completely financing the whole farm business. These four banks are the Federal Land Bank, The Intermediate Credit Bank, The Production Credit Corporation, and The Bank for Cooperatives.

Milwaukee territory is served by four of the twelve land bank districts. These are St. Louis, Omaha, St. Paul and Spokane. The St. Louis banks serve Illinois and Missouri. The Omaha group serves Iowa and South Dakota. The St. Paul banks furnish farm credit to Michigan, Wisconsin, Minnesota and North Dakota, Montana. Idaho and Washington farmers get Federal farm credit through the central banks in Spokane.

The land banks furnish real estate or long time credit to the farmers. The Production Credit Corporation gives farmers short time credits or credits for production of all farm products. The Bank for Cooperatives makes loans to properly organized farmer cooperatives that they may better serve farmers in merchandising farm commodities. The Intermediate Credit Banks serve as the discount agency or is the bank which serves as the intermediary between the farmer who needs working capital and the citizen who has money which he wishes to loan.

Scattered throughout the states we serve are many local organizations and other contact representatives, who are now ready to act promptly for any farmer who needs and can use any kind of farm credit.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Bensenville Chapter

Mrs. D. W. Hoover, Historian

BENSENVILLE CHAPTER met February 7th, with our president, Mrs. Oakes, presiding. A prettily decorated birthday cake was presented by Mrs. Woodworth, and eight members having birthdays in January and February, were given a remembrance, and each one in turn placing a small donation in the birthday box. "Happy Birthday" was sung to them and the cake was cut. Several visitors from Elgin enjoyed the meeting with us.

A quilt which the members have made and quilted is now being raffled, the date for the drawing not yet announced. Refreshments were served and cards were played.

A board meeting was held March 6th, when plans for the coming year were discussed; also the annual luncheon on April 21st, in Chicago, to celebrate the club's tenth birthday.

Monthly meeting was held March 7th. A new member from Elgin was present. The birthday march was held for members this month. The birthday cake was made by Mrs. Oakes.

Announcement was made of our card party to be held on March 22nd at the home of Mrs. Oakes. Prizes, home-made candy and an afternoon of cards were arranged.

Action was taken to have more book shelves erected for our library, which is steadily growing and thriving.

Cards and refreshments followed the business meeting.

Terre Haute Chapter

Mrs. E. M. Blackwell, Historian

DECEMBER

THE December meeting, as usual, was held at the club house on the evening of December 21st. The business session was preceded by a real turkey feed and all the trimmings. About seventy-five of our people enjoyed this feed. After the dinner was served, the children received small gifts and candy from a huge Christmas tree.

At the business meeting the nominating committee gave their report, and the following officers were elected for 1934:

Mrs. C. E. Elliott, president.
Mrs. C. W. Pearce, 1st vice president.
Mrs. F. B. Curtis, 2nd vice president.
Mrs. Harold Patton, Secretary.
Miss Eleanor Faris, treasurer.
Mrs. Roberta Bair, Corresponding Secretary.

Mrs. R. M. Blackwell, Historian.

There were many favorable comments on the donation of coal received by Mr. Elliott for the use of the club in relief work, as we realize that many in need of coal would not have received it, had we not received this coal.

Mrs. C. W. Pearce gave a very interesting talk on Safety and after the meeting was adjourned the crowd enjoyed a program of music and old Christmas hymns.

It was decided to give twelve Christmas baskets and a committee was appointed to buy and fill them. Some of these were delivered to shut-ins.

JANUARY

The January meeting was preceded by a "Pot Luck" supper and about forty were present. During the business session the men enjoyed cards. It was learned with regret, that Mrs. W. S. Barnes, who had so faithfully fulfilled her duties as relief chairman, for so many years, was going to Indianapolis to live with her daughter. Mrs. R. M. Blackwell was appointed as relief chairman.

Plans were made for a one o'clock luncheon to be held at the club house, with Mrs. Harley Smith and Mrs. C. E. Elliott as hostesses. Our Safety program with Mrs. C. W. Pearce leading was enjoyed by all.

FEBRUARY

About forty people enjoyed the "Pot Luck" supper at our February meeting and several more ladies came in later for the business session. Plans were made for a bunco party and a committee was appointed to find location for a bake sale in March.

Relief report showed there had been 102 tons of coal given out during January and quite a number of relief calls made. And yet much work to be done.

Lewistown Chapter

Mrs. J. M. Quinn, Historian

IN THEIR Christmas bedecked club rooms the ladies of the Milwaukee Women's Club were hostesses to their husbands and other members of the Milwaukee family at an appetizing 6:30 dinner on December 21st. About 90 people partook of this delicious repast. Following the dinner Supt. N. H. Fuller gave a very interesting and helpful talk on the spirit of Christmas, after which all joined in the singing of Christmas carols. Mrs. Fuller leading. Mr. Retallick appeared as Santa Claus for the distribution of the gifts from the gorgeously decorated Christmas tree. Some of the gifts created much merriment. "Dad" Wright was presented with a box of Christmas cheer. The rest of the evening was spent in dancing, music being furnished by a peppy three-piece orchestra.

On Thursday, January 4th, the club met for their regular business meeting. Luncheon was served at 1:15 by the hostesses, Mesdames T. J. Hanson and C. G. Bacon. Following the business meeting, officers for the ensuing year were installed. They are Mrs. N. H. Fuller, president; Mrs. C. E. Strong, first vice president; Mrs. Earl Short, second vice president; Mrs. J. P. Smeltzer, recording secretary; Mabel Newbury, corresponding secretary; Mrs. Roy Gilham, treasurer; Mrs. J. M. Quinn, historian. In the card game which followed Mrs. S. G. Spring had high score and Mrs. J. M. Quinn second high.

Perry Chapter

Mrs. J. J. Kindig, Historian

PERRY CHAPTER met on the first Friday in February, the day having been changed to suit the convenience of some of the members. Our president, Mrs. Will Thompson, presided at the meeting. The usual business was attended to, and it was voted to give each grade school a small donation for milk for the coming month. Our membership chairman, Mrs. Stronequist, asked the two vice presidents, Mrs. Dodds and Mrs. Don Reel, to put on a drive for new members. Mrs. Reel's team secured the most numbers and Mrs. Dodds and her aids entertained them at a one o'clock luncheon at the home of Mrs. Dodds. We now have 321 new members and hope to secure many more. We were happy to win the \$10.00 prize for getting our membership quota up to a year's total.

Our Ways and Means chairman Mrs. Hickey had a benefit bridge party which netted \$10.00 for the club. It was also decided to hold a sewing once a month at the club house and have a covered dish luncheon. Mrs. Nelson was chairman for February and Mrs. Marchant for March. A quilt was played and quilted and will be used by the club for their welfare work. A committee composed of Meses. Sullivan,

Calhoun, Kindig, McIntosh, Relihan and McLane will have charge of the next meeting which will be held in the evening and all contributing members are especially invited.

We also voted to hold a rummage sale on March 17th.

It was voted to send our president, Mrs. Thompson, to the meeting in Chicago in April.

A nice report was made of our relief work and one family was helped in its bereavement.

The Bridge club, which meets the Friday in the month, was postponed in account of the death of one of our most ardent members, Mrs. Katherine De Land. She was a charter member and attended regularly ever since the club was organized.

Mrs. R. E. Fitzgerald, another of our older members, passed away last week. Our sympathy is extended to both families in their bereavement.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Corr. Secy.

THE Sioux Falls Chapter is still active in spite of the depression. Monthly card parties are held at the Passenger depot with a large attendance. Neat sums are realized from these parties, although admission charge is small, and delicious refreshments are served.

Many needy families are being cared for, and a little ray of sunshine is given by the committee to members who have been ill. The club members want to congratulate Mr. and Mrs. John Bell upon the arrival of another baby boy.

The annual ball will be held this at the Arkota ballroom on April 15th. members are in possession of tickets for sale, and we hope to make it our best dance by offering a two-day all-expense trip to the World's Fair at Chicago. Mrs. Pete Larson and Mrs. John R. Bankson are in charge of the arrangements and here's hoping we will make some money from it.

Fullerton Avenue Chapter

Mrs. Flo Harless, Historian

THE joint meeting and Valentine party held in our club rooms Tuesday evening, February 13, was one of our nicest parties and was attended by approximately 250 members and guests. A lovely supper was served in the cafeteria, after which we adjourned to the club rooms. The meeting was called to order by our president, Mrs. Baker. A few announcements were made and then Mrs. Meyer, program chairman, took charge of the entertainment. Songs were sung and games played, some of the games being: A Trip to Europe, Balloon Dance, Best College Yell, and The Person with the Broadest Smile.

Among our guests were a few of the men officers in the building and from all reports and the hearty way they joined in the songs and games, it is believed they also enjoyed the party.

Our March meeting was held Saturday, the 10th. Luncheon was served and reports of various committees were read, as follows:

Our welfare committee has investigated and assisted several families with food, fuel and clothing.

Ways and means committee cleared \$64.85, the major portion to be used silencers for the tables and chairs in lunch room. Receipts are increasing daily and the food is reported the best to be had.

The ladies of the club are planning a silver tea to be held in the club rooms in the very near future.

The membership committee is doing good work and the dues for 1934 are coming in nicely. Don't forget, fellow members, our dues for the year are now payable.

Cards were played and a good time was had by all.

Mrs. Meyer, program chairman, is plan-

ning a very special entertainment for our April meeting.

The general get-together luncheon of the members of all chapters will be held in the grand mall room of the Palmer House Hotel April 21, 1934.

World's Fair tickets will be obtainable through the club again this year at reduced prices.

A board meeting was held in the club rooms March 5th and many plans were discussed for the advancement and continued good work of the chapter.

Othello Chapter

Mrs. Charles Morgan, Historian

SINCE sending in our last report, we have had a dance, two card parties and two regular monthly meetings. After each meeting we have a social time. Games are played and a good time is enjoyed by all. Three hostesses serve lunch at each meeting. February hostesses were: Mrs. Clarke Bogardus, Miss Edith Bogardus and Mrs. Tom Barnes. Every one is welcome to attend these meetings.

Our meetings are still well attended since we organized last fall. A big membership drive is in full swing. We hope to get a club house in the near future.

We have planned a benefit dance on Easter Monday, April 2nd.

Our secretary reported seventeen sick calls at our last meeting.

We received our circulating library from Avery Chapter. Mrs. W. O. Zyph is our librarian. The hours are from two to four on Thursdays. All members are urged to make use of these books.

Mrs. John Morgan has been appointed our new Safety First chairman.

Tomah Chapter

Mrs. Ben Shaw, Historian

THE membership drive conducted by our contributing members, in January brought us 30 more members than the previous year, our total now being 128; this was done in two days.

Our voting membership committee shows activity, our membership now being 75.

The social committee is entertaining the voting members in groups at the home of the president. The first group met January 25th, being the incoming and outgoing officers and chairmen and Sparta members. Plans were discussed for the coming year. Thirty-three members were present.

The second group met March 6th; this included "Mothers" of the Girls' club and the sewing and quilting committees; forty ladies were present. Cotton-goods which was purchased by the Relief committee at reduced prices, was made into sheets and hemmed, and quilt blocks were cut by the quilting committee.

Each member present at these meetings brings a dime to be sewed onto the relief dress which is in charge of the Ways and Means chairman.

Our February meeting was attended by 75 members. After the regular business meeting our city attorney, T. P. Donovan, gave a very interesting and beneficial talk on thrift and budgeting. A short program and games followed—the evening ended in a Valentine party, refreshments being served by the social committee.

March meeting was attended by 55 members. After the regular session, Irish songs were sung and acted. A short interesting play was given and a talk by our school principal, Mr. McKean, in which stressed keeping children healthy, nappy, busy and setting funds aside for better education.

A girls' club has been organized, in charge of our first and second vice presidents and scholarship committees. This will include all railroad girls, 10 years and over. The first meeting will be held at the home of Mrs. Aug. Gabower on March 15, each girl brings a flour sack, needle, thread and thimble.

We greatly appreciate the talks given by Mrs. J. Wilkenson, our Safety First chairman, at our regular meetings. The suggestions discussed at this time are well

worth while. The following are some that have been mentioned: Cleaning a rug with a vacuum sweeper on a damp basement floor caused instantaneous death in one case.

Painting the bottom cellar step white, especially where the cellar was dark.

Tripping, from the hem of a skirt being loose, in going down steps. Many more such suggestions are given which will avoid unnecessary accidents due to carelessness.

We hope for a speedy recovery for Mesdames Duvie, Wilson, Smith and Mr. Gottebehuat.

Our relief committee found plenty to do at the home of two of our unemployed when death claimed the mother in both these places. Supplies were furnished and burial clothes were purchased and made by the sewing committee in both cases. Our Good Cheer committee has been busy the past two months, as we have many on the sick list. They also brought blankets to five new babies in our club.

At the March meeting we voted to contribute \$10.00 to the Boy Scout cabin now being constructed here. The quilting committee offered their services in taking care of this fund.

We are all going to have grapes and apple trees, a new plan for home improvements in our city which has been undertaken by our club. These fruits thrive here and we feel they will be of a great benefit at a very small cost to all property owners. Grapevines were purchased at 10 cents apiece and apple, plum and cherry trees at 45 cents apiece.

Mobridge Chapter

Mrs. Geo. B. Gallagher, Historian

MOBRIDGE Chapter held its December meeting on Wednesday evening, the 13th, and the following officers were elected for the coming year: President, Mrs. A. F. Manley; first vice president, Mrs. O. Hoanes; second vice president, Mrs. Albert Stapf; recording secretary, Mrs. L. A. Rabun; corresponding secretary, Mrs. V. C. Cotton; treasurer, Mrs. B. K. Doud; historian, Mrs. G. B. Gallagher.

At the conclusion of the business meeting Mrs. Dickey most graciously expressed her gratitude and appreciation to the club members and also to the people of Mobridge in general, for their splendid co-operation and assistance during her office as chapter president, and as a special feature she called upon Mrs. W. F. Rose, who in her charming way rendered a beautiful song entitled "Thanks."

As a farewell courtesy to Mrs. Dickey, our out-going president, the remainder of the evening was turned into a party. As part of the entertainment Miss Helen Manley's dramatic club gave several very pleasing numbers. A lovely buffet luncheon was served, the table being made attractive with holly, lighted tapers and other seasonal decorations. The members all pronounced it a most delightful evening and a very fitting close to a successful year in the Mobridge Chapter.

The first meeting of the new year was held on the evening of January 10th. Mrs. I. L. Dickey opened the meeting and called for annual reports from all 1933 committees, after which the newly elected officers were duly installed into their respective offices. Following the business meeting, Rev. F. W. Bruins presented a dramatic group in a humorous skit entitled "Be a Little Cookoo," which was very efficiently rendered by the cast and most thoroughly enjoyed by the audience. At the close of the evening refreshments were served by Mrs. Harry Conger, Mrs. Bess Bunker and Mrs. W. M. Catey.

The chapter met on February 14th with a goodly number in attendance and our new president, Mrs. A. F. Manley, presiding. The business session consisted of reports from various committees, followed by a "Safety First" talk given by Mrs. Emil Johnson, using as her subject "How to Avoid Accidents in the Home." A talk was also given by Mr. Frank Williams in which he expressed quite clearly and em-

phatically that in order to retain railroad business it almost behooves the railroad employe and his family to patronize the merchant that ships by rail. Following this the audience enjoyed a dramatic reading by Marian Swanson and a humorous reading by Dick Johnson. A social hour followed and a lovely lunch was served by Mrs. V. C. Cotton, Mrs. Frank Currah and Mrs. J. O. Beaver.

Marmarth Chapter

Mrs. Shirley Richey, Historian

WE HAVE started in on a new year with the determination of making it one of our most pleasant and successful years, although we are handicapped with our money tied up in our closed bank and such a few members left to work with our officers for the year are as follows: President, Mrs. Jack Stapleton; first vice president, Mrs. Henry Dernback; treasurer, Mrs. Rob Rusford; secretary, Mrs. Shirley Richey. Chairmen, constitution and by-laws, Mrs. Pete Gust, mutual benefit, Mrs. Ed. Strible; ways and means, Mrs. Leo Rusford; membership, Mrs. Frank De Lange and Mrs. H. Patton; house purchasing, Mrs. Dernback and Mrs. S. Richey; social, Mrs. Geo. Williams; program and entertainment, Miss Wilma Fagan and Pearl Landfair; auditing, Mmes. Patton, Richey and De Lange; publicity and historian, Mrs. Shirley Richey; librarian, Mrs. Theo. Rusford. Our ways and means chairman, Mrs. Rusford, is busy finishing a quilt that was started a year ago. We meet one afternoon a week and piece on it. We are working in so many of our contributing members who are enjoying meeting with us.

We have \$70.44 cash on hand now that we have made since the bank holiday was declared.

Our good cheer chairman, Mrs. Dernback, has been quite busy the past month as we are having our usual yearly flu epidemic.

Death entered our club last month and took the husband of one of our most ardent and ever ready members, Mrs. Pete Gust. Mr. Gust was only sick a week with pneumonia. He passed away at the Rhame hospital. The entire railroad family around Marmarth, where Pete was known and loved by all, extend their sympathy to Mrs. Gust and her sons, Harry and Albert.

At our meeting held February 22nd the club house was decorated with flags to commemorate the birthday of the "Father of Our Country."

After the report of the committee a short safety first talk was given by our depot agent, Mr. Marvin Tripp, which was appreciated by all. Miss Landfair, who is a contributing member, sent two of her public speaking class from our high school, of which Miss Landfair is instructor, who gave two readings, one by Miss Marie Noteritt and the other one by Miss Ruth Kimbro. After the meeting a lunch carrying out the red, white and blue color scheme was served by Mmes. Theo. Rusford, Tommy Miller and Shirley Richey.

Our meeting date was changed to Thursday evenings instead of afternoon, so more of our members could attend.

Milwaukee Chapter

Mrs. J. H. Robinson, Historian

THE monthly meeting for January was held in the club room on January 15th at 8 p. m., the retiring president, Mrs. Dineen, presiding. The minutes of the December meeting were read by the secretary and the reports of the various committee chairmen were given, after which the newly elected officers and committee chairman were installed in office by Mr. D. W. Kelly, assisted by Mr. J. C. Prien. Six members from Fullerton Ave. Chapter, Chicago, were present. At the completion of the business session an interesting address was given by Mr. R. B. Schwenger, of the University Extension, Lecture Division, on the subject: "The Significant Trend of Our Economic System." After

the Sunshine collection and our closing song refreshments were served.

A card party was given on the afternoon of January 18th. Bridge and five hundred were played.

A most successful and highly enjoyable luncheon and card party was held on Thursday, February 15th. About 240 were served between 11:30 and 1:30, after which cards were enjoyed for the remainder of the afternoon.

The regular business meeting of the chapter was held on the evening of February 19th, our new president, Mrs. Deards, calling the meeting to order at 8 p. m. After the usual reports of the committee chairman were read, plans for future activities were discussed and it was decided that the annual dance and card party would be given this year on the night of May 2nd at Wells-Colonial Hall. After the business was completed Miss Velma Schedler, of the office of Supt. of Car Dept., entertained with a graceful and delightful exhibition of tap-dancing. Refreshments were served.

In our items in the February issue it was erroneously stated that Mrs. Carey was chairman of the committee for the annual December dinner and bazaar. We wish to take this opportunity of correcting this statement as Mrs. Schuh was the chairman to whom so much credit is due.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

TWO outstanding features have given new interest and an unusual degree of success to all meetings of the local chapter this year, these being the large attendance and the wonderful programs. It certainly is gratifying to our president, who works with such unceasing efforts in our behalf, to see each new undertaking met with real enthusiasm and the splendid spirit of cooperation kept up throughout the year's work.

As a result of the big increase in membership at the end of 1933, this chapter has set itself a new goal, hitherto unthought of, for 1934, that of one thousand members. Possibly this seems more like a dream or an ambition too vast for fulfillment, but it has been suggested that the young people of Milwaukee families, if organized into a junior chapter of the Milwaukee Women's Club, would easily boost the membership to that total if not exceed it. At least it is a new plan to work on and if realized in months to come will be a pleasant means of bringing many of the young folk into an organization which not only has the very highest ideals for home and community happiness and welfare but also has wonderful times in working out plans for caring for the needy, and is a means of forming new friendships as well as keeping those begun long ago.

At the January regular business meeting chairmen for the year were appointed as follows: Auditing, Mrs. W. J. Kane; Sunshine, Mrs. R. E. Sizer; ways and means, Mrs. E. H. Solke; membership, Mrs. A. C. Zick; social, Mrs. A. C. Rognelson; constitution and by-laws, Mrs. E. C. Conley; house and purchasing, Mrs. Jonas Bachman; relief, Mrs. H. M. Gillick; telephone, Mrs. Albert J. Anderson; program, Mrs. W. H. Berg; music, Mrs. Ed. Conley.

The fine evening's program was much enjoyed. Reports of various committees were made. A complete report of charity work was given, including the large number of Christmas baskets sent out, the many tons of coal distributed, as well as food, clothing and other supplies sent out as needed.

It was decided that the month's activity should be a dinner-bridge, which was given on the evening of January 24 and was a well-attended event.

February 19 was date of meeting for that month at which time committees for the year were appointed. An exceptional program was presented.

Mrs. B. M. Smith, who is in charge of the year's Safety First program, gave a

short but well-chosen talk. During the business meeting the usual reports were given and Mrs. Geer reported thirty-one cards sent during the month.

An evening party was planned for February 28 at which all card games were played, including pinochle, whist, contract and auction.

There have been many calls made by the Sunshine committee and others on the various sick and shut-in, both at hospitals and in their homes. Our chapter has been saddened by loss of several members of the "Milwaukee family." One is the sudden death of Thomas B. Hammill, who passed away while he and Mrs. Hammill were on the homeward journey from Denver. Also the death of Mrs. Frank Langer, who was stricken suddenly while preparing for a trip to Seattle for a visit to her mother and other relatives. And with regret we learn of the passing of Mr. Phelps who with his family were long-time residents of Aberdeen, Mrs. Phelps being a charter member of this chapter and a valued worker. To these bereaved relatives this chapter extends heartfelt sympathy in their deep sorrow.

Austin Chapter

Mrs. A. C. Andersen, Historian

ON JANUARY 10th our regular picnic supper was attended by one hundred members. A special feature of this affair was a beautifully decorated birthday table at which were seated those whose birthdays were in January. President Roosevelt's picture held a prominent place near this table. An inspiring talk on "Leadership," by Rev. Baxter, was the feature of the program.

The February 13th meeting was a delightful affair, having as our guests 18 ladies from the Mason City Chapter. An unusually interesting program under the supervision of Mrs. W. J. Lieb was enjoyed by all. The Mason City ladies arrived in the afternoon and were entertained at the Y. W. C. A. until the dinner hour.

Two card parties have been held since January 1st, netting the club a nice sum of money.

All-day sessions of "Red Cross" sewing have been held on Thursdays. Seven dresses have been completed. Four quilts have been quilted for one of our members, on which the club netted a nice sum.

Sixty-six dollars and twenty-seven cents has been spent for welfare work since January 1st. This has been in the form of food, clothing and coal.

Channing Chapter

Mrs. Geo. W. Daniels, Historian

OUR chapter held its regular monthly meeting on February 6. A goodly number were present and after the business of the evening was transacted the ladies enjoyed cards, two games being played—bridge and five hundred. At the close of the evening refreshments were served.

At this meeting our safety first chairman, Mrs. J. R. Krause, gave a very interesting talk on the subject, "How We Women Can Assist Our Husbands in Practicing Safety First." The chairman called for discussion of the topic by members present and this was splendidly responded to.

On February 2nd the chapter gave a public card party, held in the club rooms. There was a very large attendance. After prizes were awarded to holders of high scores a delightful lunch was served.

The members offer their sincere sympathy to two of our members who are past presidents of the chapter, Mrs. A. B. Worthing and Mrs. C. Huetter, who lost their mothers during this month.

On February 10th we gave a dance at the Liberty Hall. There was a large attendance and all reported a very enjoyable evening.

On March 6th our regular monthly meeting was held in the club rooms.

At this meeting it was decided to have a birthday party for our chapter, which will be nine years old in October. Plans were not completed, but each member was asked to consider and make suggestions for this party at our next meeting.

We also voted on sending our president, Mrs. W. Tuttle, or a representative to Chicago in April to attend the general governing board meeting and luncheon to be held at the Palmer House.

The hot lunch which members of the club have been furnishing to the children at school has been discontinued for this year. We wish to take this opportunity to thank the members who have so willingly prepared the lunches, and also the members of the Girl's Club who so ably served this lunch during their dinner hour.

Seattle Chapter

Mrs. C. F. Goodman, Historian

ON JANUARY 18th Seattle Chapter celebrated the ninth anniversary of the organization with a delightful birthday party. Mrs. J. L. Nupp and her efficient committee were hostesses for the day, serving lunch to one hundred and fifty-four members and friends. Mrs. J. M. Axelson, president, presided during the program and brief business session.

The following past presidents were guests of honor: Mrs. H. B. Earling, Miss Marie Cleary, Mrs. E. H. Barrett, Mrs. Annie Muehlhausen and Mrs. Clyde Medley. Letters from past Presidents Mrs. C. O. Bradshaw and Mrs. C. C. Stead, who have moved from the city, were read.

Mrs. F. McDougall read an interesting history of Seattle Chapter, and several musical selections, readings and dance numbers completed the program.

Dubuque Chapter

Mrs. Geo. Wiegand, Historian

ON JANUARY 26th our club sponsored a card party, having 15 tables and clearing about \$11.00, Mrs. Wm. Hopp, Mrs. M. A. Parmalee and Mrs. Geo. Wiegand being the sponsors. The rooms were bedecked with our new curtains and took on an added homelike appearance with them. There are 11 pairs, each 3½ yards long, made from monks' cloth, and tie-backs are gold and black tassels. The curtains were the labor of the various club members at the home of the president, Mrs. H. G. Weidner, several days previous. One more large item remains to be accomplished before the rooms are complete and homelike, and that is the painting of the floor around the four beautiful rugs received some time ago. Visiting club members of the various chapters are invited to visit us at any time and will be proud to show them our splendid rooms.

On January 29th the board met at the club rooms again for 6 p. m. luncheon, having as their guests all the assistants to the chairmen, about 32 club members being in attendance. A delicious pot-luck supper planned by Mrs. W. O. Wright was served, and the president gave informal instructions to the officers, chairmen and their co-workers concerning their duties for the coming year. After the luncheon a social hour was enjoyed, directed by the president and Mrs. J. Litscher, consisting of poems, quotations and games. Prizes were awarded, concluding a delightful evening.

On February 1st the regular monthly business was conducted and various ways and means were discussed for a bingo party in either February or March. After the transaction of business, we were entertained by short talks. Mrs. C. F. Deutmeyer spoke on "Control of Our Present Menace" (gangsters and kidnaping) in a very interesting manner, followed by Dr. V. J. Connelly, who spoke on "The Effect of Diet on the Teeth," which proved to be very instructive. At the next regular meeting it is expected to have a local city official speak on the various phases of safety first work.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE Wausau Chapter held the February meeting at the club house on the afternoon of Feb. 13. Mrs. William McCarthy, chairman of welfare work, reported that the club had given fifteen tons of coal, groceries and shoes in January, in addition to providing eight suits of underwear, fifty yards of outing flannel, twenty-seven waist materials, four sweaters and seventeen articles to be remodeled. Part of the gifts were made in co-operation with the Federated Charities. The treasurer, Mrs. Leo Ziebell, reported a balance of \$95.03, besides the sum of \$88.95, "frozen" bank assets of last year. The membership committee reported 143 voting members and 119 contributing, total 262. It was announced that Miss Mildred Conklin would act as corresponding secretary.

Out-of-town members present were Mrs. C. H. Randby, Mrs. Thos. Lane and Mrs. J. L. Truax of Merrill; Mrs. John Flanigan and daughters, Mrs. Ed Urban of Tomahawk, and Mrs. John Steele of Knowlton. After the business session, Mrs. William McCarthy and Mrs. C. H. Randby won favors at bridge, and Mrs. William McEwen and Mrs. D. O. Daniels at five hundred. A delicious lunch was served by Mrs. M. M. Harrington, Mrs. B. F. Hoehn, Mrs. Charles Conklin, Jr., and Mrs. Henry Rege. The March meeting will be entertained by Mrs. J. E. Dexter, Mrs. Atkinson, Mrs. R. W. Rawson and Mrs. Bert Nelson.

The March meeting of the chapter was held at the club house Tuesday afternoon, March 13. Announcement was made of a get-together meeting in Chicago April 19 and 21. Mrs. Wm. McCarthy, chairman of the welfare committee, announced that during February eleven tons of coal were given to the needy, thirty dollars' worth of donated clothing, etc., were distributed, \$37.49 cash was spent for welfare work, forty-nine personal calls and eighty-eight telephone calls were made. A total of ten families were helped. Mrs. Leo Ziebell, treasurer, reported that over five dollars were received from a card party and fourteen dollars for clubhouse rental. The balance on hand was \$167.90. (Since seventy per cent of the club's funds were released from a "frozen" bank, there is now more for welfare work.) Plans were made to hold a luncheon-card party sometime in April, the date and place to be selected later. Favors in bridge were won by Mrs. James O'Brien and Mrs. Joseph Schira, and in five hundred by Mrs. Felix Slomske and Mrs. Wm. McEwen.

Out-of-town guests present were Mrs. R. R. Akey, Mrs. Ray McCullough, Mrs. Wm. Adamshek and Mrs. Wm. Van Gelder of Wisconsin Rapids. Mrs. R. R. Sternitzky of Wausau and Mrs. Van Gelder joined the club on this date. The hostesses were Mrs. J. E. Dexter, chairman, Mrs. R. P. Rawson, Mrs. Bert Nelson and Mrs. Lillian Atkinson. The committee for April 10 will be Mrs. A. I. Lathrop, chairman, Mrs. Felix Slomske, Mrs. Leo Ziebell and Mrs. Isadore Livernash.

Des Moines Chapter

THE January meeting was held Friday afternoon, January 5, in our club rooms with the following officers installed for 1934: President, Mrs. Kent Hamilton; first vice-president, Mrs. Clarence Moore; second vice-president, Mrs. Harry Garland; treasurer, Mrs. W. L. Finnicum; secretary, Marion Elliott; assistant secretary, Mrs. Charles Newell.

Mrs. Charles Elliott, our membership chairman, reported a total membership of 80, which entitled us to the \$10 membership prize awarded by the general governing board.

At this meeting Mrs. Herman Bellman invited us to her home on January 26 for a "pot-luck lunch" in order that we might finish the comfort started in December.

Our February meeting found us with a nice new comfort pieced and tied by four-

teen of our members. We voted to give this comfort to one of our worthy families.

Plans were made for a Valentine party to be held in the club rooms February 14. This party was enjoyed by twenty men and women.

Preceding the March meeting we tied a comfort for one of our members, ate a delightful "pot-luck lunch" and by 2 o'clock were ready for our hour of business. The chapter voted to send its president, Mrs. Kent Hamilton, to the annual meeting in Chicago April 20. Mrs. Clarence Moore, our Safety First chairman, read an interesting article from the March number of the Ladies' Home Journal about Safety First in our homes. This was followed by a short discussion by our members.

Our membership drive is now on and what we want now is more voting members working with us.

Madison, Wis., Chapter

Mrs. Martha Allemang, Historian

MADISON CHAPTER held its first meeting of the year in the club rooms Wednesday, January 10, Mrs. MacDonald, our new president, presiding. Minutes were read and approved. She appointed the following chairmen: Mrs. Chauncy Corcoran, social chairman; Mrs. Jay Shipley, purchasing chairman; Mrs. Henry Johnson, membership chairman; Mrs. W. Blethan, Sunshine chairman.

A delicious lunch was served at the close of the meeting.

A public card party was held at the club rooms Wednesday evening, Jan. 23. Thirteen tables of "500" and bridge played. Mrs. Cash Allemang acted as chairman. Door prize was won by Mrs. Mathews.

The ladies meet each Wednesday afternoon in the club rooms to sew. Since the

Iowa Division, Second District

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Mrs. Harry Berman was operated on in Des Moines Monday, March 12th. We understand that she is coming along nicely.

M. C. McGrew, clerk at Jefferson, was relieved for a while during March by D. C. Milner.

Several more nice theatrical movements have traveled over this district. Included among them were the celebrated actress, Miss Katherine Cornell, and her company, and the Olsen and Johnson Company.

General Yardmaster Johnson, Des Moines, is "flashing" a new Studebaker around town. It's a nice looking car and the reports indicate that it is "some buggy."

N. P. Van Maren, now in the Mason City Territory, dropped in at Des Moines the other Sunday and visited a bit. He's looking fine and would like to see all of you.

It has been suggested that all pump repairer Steve Kloeckner needs is a plug hat to qualify as a real Dec. Steve is busy with the water treating plants.

L. V. Olson, agent at Grand Meadow, is laying off due to the serious illness of his father, C. J. Olson of Whalen.

Boller Foreman Tom Bowler believes that the Bridge St. bridge in Austin would be a good location for someone to start a filling station. We take it that Tom got just that far.

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Our sympathy is extended to Mrs. Jay Shipley, our purchasing chairman, in the loss of her father who died recently at Wauzeka.

Spokane Chapter

Mrs. L. H. Mohr, Historian

SPOKANE Chapter met in regular business session with the new president, Mrs. O. B. Moody, presiding. We were glad to have with us at this time our second vice president, Mrs. Frank Quinby of Malden, accompanied by Mrs. Guy Poole and Mrs. Theo. May.

A series of telephone bridge and pinochle card parties were given for the week of February 4th to 10th inclusive. Mrs. Hays as chairman reported a profit of \$50.90. Three of the grand prizes were awarded in Malden while the fourth went to Spokane.

Two piano selections by Mrs. Nathan B. Jones, also two vocal selections by Mrs. J. Lawrence, were enjoyed. We were also entertained by tap dancing by Master Feeblecorn.

The programs were made possible by the recent purchase of a piano by the club. Everyone enjoyed the tea served by Mmes. Hill, Emmerson and Anderson.

Mr. Stanley McDougal, nephew of Mrs. Fields, presented the club with a pen and ink drawing of our club motto.

This has been framed and is a lovely addition to our club room.

We regret to announce the death of Mr. W. T. Ashton, which occurred on February 12th.

The sincere sympathy of the club is extended to the bereaved family.

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All Milwaukee employees and their friends are cordially invited to participate in this tournament.

Eighteen holes will be played and all players will be handicapped by the expert handicapping system as used in previous tournaments. This system was devised by a mechanical engineer and is naturally foolproof, the method being to have nine holes picked by the "pro" at the course and the players' scores doubled for the nine holes, then deducting from this total the par for the course and allowing 80 per cent of the net as the player's handicap.

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Those desiring to participate in this tournament should send in their name and entry fee to O. J. Lambert, secretary-treasurer of the committee on arrangements, room 270, Chicago Union Station, not later than April 7, 1934.

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For any further information in connection with this golf tournament, address C. H. Yowell, Room 270, Union Station, Chicago, Ill.

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Book of Fashions 1934

Send 15c in coin or money order for our new and fascinating Pattern Book, showing the way to a complete wardrobe of new things, simple and inexpensive to make, also Hints to the Home Dressmaker.

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

8162. Morning Frock.

Designed in sizes: 34, 36, 38, 40, 42, 44 and 46. Size 38 requires $3\frac{1}{2}$ yards of 35-inch material with $\frac{1}{2}$ yard for contrasting. Price 15c.

8158. Youthful Frock.

Designed in sizes: 34, 36, 38, 40 and 42. Size 36 requires $4\frac{1}{2}$ yards of 39-inch material and $\frac{3}{4}$ yard contrasting. Price 15c.

8163. Busy Morning.

Designed in sizes: 34, 36, 38, 40 and 42. Size 38 requires $3\frac{1}{4}$ yards of 35-inch material together with $\frac{3}{4}$ yard of contrasting. Without contrast $3\frac{3}{4}$ yards. Price 15c.

8145. A Wearable Dress.

Designed in sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 42 requires $4\frac{1}{4}$ yards of 39-inch material and contrasting collar and vestee requires $\frac{1}{2}$ yard of 39-inch material. Price 15c.

7641. Girl's Dress.

Designed in sizes: 6 months, 1, 2 and 3 years. Size 2 requires $1\frac{3}{4}$ yards of 39-

inch material. To trim with lace edging at the neck requires $\frac{1}{2}$ yard. Price 15c.

6991. Nursery Toy.

Cut in one size, about 16 inches from the head to the tail. It will require $\frac{1}{2}$ yard of 35-inch material. Price 15c.

8136. Charming Frock.

Designed in sizes: 34, 36, 38, 40, 42, 44 and 46. Size 38 requires $4\frac{3}{4}$ yards of 39-inch material with $\frac{3}{4}$ yard of 39-inch contrasting. Price 15c.

8152. Invitation.

Designed in sizes: 2, 4, 6 and 8 years. Size 6 requires 2 yards of 39-inch material and 2 yards of ribbon for the belt. Price 15c.

Favorite Recipes

Vegetable Hash. Two cold cooked potatoes, two cooked beets, three carrots, one small green pepper and one onion. Put through the food chopper then mix with two-thirds cup of bread crumbs, one tablespoon butter melted, and pour over one-third cup water in which one-half cube of beef bouillon has been dissolved. Add one well beaten egg, salt, pepper and paprika. Put into a greased baking dish and bake for half an hour in hot oven. A nice Lenten lunch dish.

Broccoli. This vegetable is having quite a vogue the past few years and if well prepared is very tasty and is considered

to have much food value. After the leaves and tough part of the stalks are removed, broccoli should be plunged into boiling salted water and cooked fifteen to thirty minutes, according to size. A large bunch will take probably thirty minutes. Serve with drawn butter, hollandaise or almond sauce. Hollandaise sauce is made with three tablespoons melted butter, two tablespoons flour, well blended. Add hot water, stirring until thick. Then stir in salt, pinch of cayenne, juice of half a lemon. When ready to serve add two well beaten eggs, reheat and pour over the broccoli and serve at once.

Creamed Finnan Haddie. Place a one pound haddie in cold water to soak for an hour or more. Drain and cover with boiling water. Cook until tender, then drain and flake the fish. Mix with a rich white sauce in which one-quarter of a cup of sherry wine has been blended. Serve on toast. Leave out the wine and serve with baked potatoes.

German Split Pea Soup. Soak one cup of dried split peas in cold water overnight. Drain. Add to a ham bone from which most of the meat has been stripped, two or three potatoes sliced thin, few slices of lemon, salt and pepper. Cook together three hours, then strain through coarse sieve. Let stand until cold, remove fat, heat and serve with croutons.

Coffee Fluff. Put one-half pound marshmallows in double boiler with one cup hot coffee. Add pinch of salt and heat, stirring until smooth. Turn into mould and chill until beginning to set, then add one cup of cream, whipped, and vanilla to taste. Chill and serve with almond wafers or macaroons.

Entire Wheat Griddle Cakes. Sift together one-half cup entire wheat flour, one cup white flour, three teaspoons baking powder, one-half teaspoon salt and three tablespoons sugar. To one well beaten egg add one cup milk and blend the two mixtures, then add one tablespoon melted butter. Beat thoroughly. Drop by spoonfuls on a greased hot griddle, cook on one side and when puffed full of holes and cooked on edges, turn and cook other side. Serve with butter and syrup, or sugar. If an aluminum griddle is used, try it for heat before dropping the batter on.

Turkish Pilaf. Wash and drain one-half cup rice, cook in one tablespoon butter until brown. Add one cup boiling water and steam until water is absorbed. Add one and three-fourths cup hot stewed or canned tomatoes, cook until rice is soft and season with salt and pepper.

Nevermore

A negro went for a flight in an airplane. When he came down he said to the pilot, "Thank you, guv-nor, for dem two rides." "Two rides?" said the aviator, "you've only had one." "No, sah," said the man. "I've had two—ma first and ma last."

The final session of a musical competition was drawing to a close, when the secretary, perturbed at the non-arrival of a number of the trophies, approached the chairman and informed him of the predicament.

Summoning his chauffeur, the chairman gave him instructions to drive home and ask the butler to give him half a dozen cups "off the sideboard."

The cups were duly delivered and presentation of prizes proceeded according to program.

The conductor of the winning band was handed a handsome trophy; another was presented to the winning tenor. When the leading soprano received her cup, however, she glanced at the inscription and fell in a faint. It read: "Open competition for the best pig in the show."

"Goin' away, Mike?"

"I am that!"

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



ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Play E. Sampson.....Train Director, Bensenville
 A. M. Dreyer.....Fullerton Avenue, Chicago
 John T. Raymond.....Dispatcher, Marion, Iowa
 Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
 E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
 M. G. Braheny.....Care of Superintendent, Mason City, Iowa
 C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
 Sybil M. Clifford.....Care of Asst. Supt., Kansas City
 C. M. Browning.....Care of Superintendent, Green Bay, Wis.
 Eileen Story.....Care of Superintendent, La Crosse, Wis.
 Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
 W. J. Kane Care of Superintendent, H. & D. Division, Aberdeen, S. D.
 E. Stevens.....Care of Superintendent, Savanna, Ill.
 A. E. Jerde.....Care of Chief Dispatcher, Montevideo, Minn.
 Leda Mars.....Care of Local Agent, Minneapolis, Minn.
 N. A. Hiddleston.....Care of Mechanical Dept., Minneapolis, Minn.
 V. J. Williams.....Care of Superintendent, Austin, Minn.
 Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
 Wm. Lagan.....Care of Superintendent, Sioux City, Iowa
 Harriet Shuster.....Care of Refrigerator Dept., Fullerton Ave., Chicago
 Dora M. Anderson.....Care of Local Agent, Moberly, S. D.
 Nora B. Decoo.....Telegrapher, Three Forks, Mont.
 A. M. Maxeiner.....Agent, Lewiston, Mont.
 R. R. Thiele.....Spokane, Wash.
 Gertrude Alden.....Care Superintendent Coast Division, Tacoma, Wash.

FULLERTON AVENUE BUILDING—SPORTING NEWS

The Standings of the Freight Auditor's Bowling League as of March 13, is as follows:

| Team | Won | Lost | Average | High Games |
|---------------|-----|------|---------|------------|
| 1 Local | 17 | 13 | 795 | 7 |
| 2 Review | 17 | 13 | 789 | 4 |
| 3 Rate | 16½ | 13½ | 782 | 4 |
| 4 Interline | 15½ | 14½ | 797 | 8 |
| 5 Switching | 13 | 17 | 782 | 2 |
| 6 Statistical | 11 | 19 | 776 | 5 |

| Team Player | Average | Team Player | Average |
|-------------|---------|--------------|---------|
| Local— | | Statistical— | |
| Helwig | 173 | Becker | 180 |
| Ewalt | 151 | Nickels | 131 |
| Patock | 143 | Pufundt | 146 |
| Reinert | 164 | Weyforth | 154 |
| Gerke | 164 | Wayrowski | 165 |
| Interline— | | Review— | |
| Melcynski | 179 | O'Shea | 181 |
| Kreiter | 143 | Rumps | 146 |
| Bartels | 167 | Larson | 170 |
| Bialas | 151 | Braun | 154 |
| Hussey | 157 | Ganzer | 138 |
| Rate— | | Switching— | |
| Peterson | 180 | Specht | 178 |
| Wager | 133 | Stevens | 142 |
| Orlowski | 163 | Miller | 144 |
| Christ | 156 | Figg | 161 |
| Greenwald | 150 | Ludwig | 157 |

| | |
|--|-------|
| High Team Series—Interline with score of | 2,661 |
| High Team Game—Interline with score of | 967 |
| High Individual Series—Becker with score of | 643 |
| High Individual Game—Malcynski with score of | 257 |

Two teams from the Freight Auditor's Bowling league together with a team made up from the various offices rolled in the American Railway Bowling tournament at Cleveland, March 10 and 11. We are unable to quote the scores of the first two teams but the latter team shot 2749. Art Peterson and Charley Becker piled up 684 and 571 pins respectively in the singles and are certain to be in the money. With but one exception all the boys reported a good time. The exception was H. Krumrei. It would be foolish to report his scores as no one would believe us. It is generally believed, however, that he could have materially improved his game had he perched on the foul line with a beanshooter and shot beans at the pins. Krumrei states it was all very confusing but that one cannot hit what one cannot see.

The Golf Tournament

Don't forget to enter in the annual 1934 Golf tournament of the C. M. St. P. & P. R. R. forces located at Chicago, to be held on some golf course in or near Chicago, April 22. It is the wish of those handling the tournament that they have an idea as to how many will enter before picking the golf course, so please hurry your entry. The entry fee is fifty cents and should be in the hands of the committee by April 15. Remember, with this cockeyed system of handicapping even the poorest golfer has

a chance to win a prize. Let's all get together and make this annual affair a big success.

Soft Ball

Following up the article which appeared in the last edition of the magazine regarding the formation of a soft ball league in the Fullerton Avenue Building, the following men will, for the time being, act as floor managers and will take the names of all those interested in playing ball this coming season:

First and Second floors—Geo. J. Figg.
 Third floor, North—Harry Baldaccini.
 Third floor, South—Bill Condon.
 Fourth floor—Tom Gavin.
 Fifth floor, A. O. C.—Geo. Weseman.
 Fifth floor, Dist. Acctg.—Frank Passaretti.
 Fifth floor, Car Acct.—Dave Staley.
 Sixth floor—Geo. Eales.

Just write your name on a slip of paper and hand it to the person designated above to handle your office's entries. You may also mention the nights most convenient for you to play, Mondays and Fridays, etc. This will be taken into consideration when the schedule is drawn, and the schedule will be governed by the desire of the majority.

Get your name in to your floor manager immediately so that a meeting can be held to determine the number of teams we can complete and to get the league started as soon as possible.

I. & D. Items

MGB

MRS. G. J. IGOU and daughter Dorothy, of Rapid City, visited at Mason City February 12th on account of the illness of Mrs. Igou's father, Mr. Charles Colton.

Mr. R. C. Johnston, engineer for the Iowa Board of Railroad Commissioners, was in the Mason City Division offices March 6th.

Mr. E. W. Webb, Claim Adjuster, Des Moines, was in the division offices at Mason City Thursday, March 8th.

Hub Wuerth, division engineer, we hear is in the second round of the ping pong tournament. Sylvester German, we understand, dropped by the wayside, but we have to uphold the athletic spirit of the engineering department and Hub Wuerth has what it takes.

Meeting of the roadmasters was held at Mason City March 7th, attended by A. W. Bahr, Mason City; J. D. Shea, Sheldon; J. M. Murphy, Sioux Falls; C. E. Kemp, Yankton; P. McMahon, Mitchell, and S. L. Core of Rapid City.

William Mutschler, son of C. E. Mutschler, chief clerk in the superintendent's office, was elected business manager of the Iowa Engineer, undergraduate engineering monthly of Iowa State College at Ames. His term of office will begin with the opening of the spring quarter of school March 27th.

Mr. J. M. Oxley, Rules Examiner from Milwaukee, was in the Mason City offices March 6th.

Maxine Beerman, daughter of Trainmaster O. A. Beerman, visited at Mason City March 12th to attend the funeral of one of her high school teachers, Miss Quinn, who died March 10th. Miss Beerman returned to Minneapolis, where she is attending Minnesota U.

For Sale—Rabbit hamburger. Due to an over supply, must clear out before warm weather. Contents of the above, one Holstein cow and one rabbit. Inquire at yard office for further particulars.

Congratulations are extended to Mr. and Mrs. James Woonas on the birth of a daughter born March 11th.

Miss Rubye Potter, chief clerk in the master mechanic's office, was taken to the hospital the first part of March for an operation. We hope that at the time this is published she will be greatly improved.

There was a lot of excitement around Mason City the afternoon of March 13th. About 2:40 p. m. the First National Bank of Mason City was held up by a gang of eight or ten men. One stationed in front of the bank with a machine gun while the others held up the crowd in the bank, it being just the hour last minute deposits were being made from business houses, and money taken out of vaults. The men forced some of the bank officials to accompany them in an auto and drove south, leaving the bank officials off about three miles south of town. At this time there is no estimate as to the amount taken.

The Southwest Limited

She rolled right in to Elgin just a little after seven;
The engine up ahead was a sixty-four eleven.
The coaches and the Pullmans on this train so fine
Make the Southwest Limited welcome all along the line.

This beautiful train so stately glides,
As o'er the gleaming rails she rides
To the drivers' smooth and melodious sound—
She's off again, southwestward bound.

Here's Kansas City, oh let me tell,
The Union Station and all is well;
The trip is over, the run is through.
The Southwest Limited—you'll like it too.
—Forrest W. Owen, Elgin, Ill.

Notes from Spokane Local Freight Office and from the Coast Division, East R. E. T.

THE many friends and acquaintances of Mr. W. M. Ashton, first trick telegraph operator at Spokane Union Depot, were deeply shocked and grieved by the sad news of his unexpected death, following an illness of only a few days on February 12th, at the age of only 56 years. The funeral took place at Coeur d'Alene; the pallbearers were all old friends and associates from the Milwaukee service at Spokane. Mr. Ashton's death is mourned by his widow and three sons; the sincere sympathy of all of his many friends goes out to the bereaved family.

F. B. Neal, agent at Ewan, took over the first trick position at Spokane Union Depot telegraph office, vacated by Mr. Ashton's death; he was succeeded at Ewan by Mr. E. M. Young.

Andrew Bullwinker, district claim adjuster at Spokane, was a patient at a Seattle hospital for a few days recently, but has again returned to his post of duty, we are glad to note.

B. and B. Foreman Campbell's outfit has again gone to work attending to many repair jobs on the Pend d'Oreille branch to Spirit Lake and Metaline Falls, popularly known hereabouts as the POR line. Begore leaving, however, part of his crew assisted "Ole" our well-known scale expert from Tacoma, in putting new beams into the Spokane track scale. In connection with this we also had the pleasure of seeing Chief Carpenter McFadden at Spokane.

Engineer L. F. Cunningham was recently displaced as engineer on Nos. 15 and 16 between Avery and Othello by Mr. Wm. E. Schultz. The latter gentleman had been absent for some time looking after his ranch property. The ranching business is not very remunerative nowadays and possibly he can come back to make another stake for his summer's farming.

Operator R. W. Johnstone at Malden was compelled to lay off at short notice on March 5th, due to the sudden illness of his son Davis, who was operated on at the Deaconess Hospital at Spokane on that date for a serious case of appendicitis. We extend our best wishes for the young man's early recovery.

With the near approach of spring—though for that matter this favored part of the globe has had spring all winter—our local fishermen are again emerging from their hibernating quarters and laying plans for the coming season. Our disciples of Izaak Walton include such shining light as Messrs. Harry Hill, Bill Snure and John Stiltz. These gentlemen have frequently gone on joint fishing trips and are now busily reminiscing on the glories of last summer's excursions and planning new adventures for the season soon to open. We promise to keep our readers informed of their exploits and respectfully invite the attention of our esteemed friend, Mr. Dan Verheek, car foreman at Raymond, who holds the undisputed fish story championship of Willapa Harbor.

SPRING

IS

HERE

WATCH OUT

FOR

DIRTY STOCK CARS

FLOODED

REFRIGERATORS

SHOWER HOGS

IMMEDIATELY

TEMPERATURE

REACHES "70"

IT WILL HELP

PRODUCE

.25% RATIO 1934

Jess Jones of our switching force, who is the owner of a cabin in the wilderness surrounding Lake Sullivan, is also beginning to hear the call of the wild. On a recent day he was overhauling his sporting outfit at his home and among others examining a rifle which had not been touched since his famous bear hunt last fall, and was supposed not to be loaded. True to the proverb, it naturally discharged while Jess was fingering the trigger—fortunately not looking down the barrel—and the bullet went through the window pane, through another window in the adjoining house and buried itself in the wall not more than a yard from the label of that house, much to her consternation. Mrs. Jones, in another part of the house, heard the shot and rushed to the scene, fully expecting to find hubby dead, but was much relieved to find him looking at the smoking rifle and the smashed windows with a dazed expression on his face. We imagine that it took much diplomatic language on his part to pacify the two irate ladies.

Mrs. James, wife of Joe James, foreman of the second trick switch engine, recently resigned from the staff of St. Luke's Hospital of this city in order to devote herself to her household, being tired of hospital work, but the hospital thought so much of her services that it has been calling on her for emergency duty on numerous occasions since then, so that Joe still gets considerable opportunity to exercise his well-known skill as a cook. Which reminds us that we have not yet received that long-promised pie.

Carl Lillwitz, clerk to Assistant Superintendent G. H. Hill, was much surprised on a recent visit to his ranch near Worley to see what damage pack rats had done to the place; if we are not mistaken they even carried off several rolls of roofing. Carl was reminded of the time when he first began farming there and one morning came to the barn and missed about ten bushels of turnips. He began to go over the list of his neighbors in his mind trying to find one who might be capable of stealing the turnips, but after a few minutes he was much reassured in his opinion of his neighbors when he found that pack rats had carefully transferred all the turnips to a corner under the stairway leading up to the hayloft.

Mr. Earl Medley, car foreman at Spokane, recently attended a district convention of car foremen and similar craft at Tacoma.

"S. C. D." Office on the Air

A. T. B.

NEWS flashes from this station: Special warning to all drivers of slow moving vehicles, such as milk and ash wagons. Be on the lookout for a new black 1934 automobile and give it lots of room. Be careful, Bernice, you know what you did with your old car and there's more power in that new Plymouth.

Understand Bill Tshantz has been making two or three trips to Burlington. What's the attraction out there, Bill; any fan dancers?

As a rule a statistician is a wonder when it comes to handling "figures," and Joe Haas is no exception to the rule. If you have any doubts, look at the work of art in his office.

First call for moth balls to pack your winter coats in. Mr. Wible reports seeing a meadow lark in his yard on March 6th. Won't be long now before we will be picking violets.

Did you all notice the cute little braid on the left side of Velma's head? Understand it's the latest in hairdress.

Birthday congratulations to C. E. Wood and Jack Bremser for this period.

Our janitor Fred is all swelled up over his new "office" since he received the new green steel lockers. Send in your card if you want to see him now.

Now signing off until this same time next period when I hope you will all be with this station again.

Madison Division

F. W. L.

THOSE of you who have not heard Mr. J. F. McConahay tell the story about the Chinaman and the depot agent have missed something—ask McConahay.

We are glad to note that the Madison Division registers a neat increase in business and a gradual increase of employment is registering accordingly. This is very gratifying as it indicates a trend toward better times.

All the details of the Polish wedding we not as yet been registered, which means we cannot tell you the story we promised in the last issue. (Crash.)

Our genial Conductor Maurice Carroll is again in the service and from all indications he can see better than he ever did.

Charles Gregory at Janesville is having his busy moments during the present Chevrolet Auto Co. rush production, but Charles is there like a handle on a pump and says, "Let 'em come."

Dispatcher E. M. Dousman is not as yet ready to advance definite details on the new pension law, but may have something for the next issue.

The Little Brother is back on the job at Madison with a new speedometer—Gangway everybody.

The Worden Allen Co., Milwaukee, is shipping 28 car loads of lock gates to Fountain City via Crawford and CB&Q and thus far we have handled six of these loads. These loads measure as high as 23 feet above top of rail and 9 feet wide and require special handling.

We understand Dispatcher I. L. Buehler moved from the East to the West coast.

Florida, due to pulling out a draw bar a big tarpon on the East coast. Irv. did not wait for the investigation but hid himself to the West coast where there is less resistance.

Everybody is brushing up on rule 90 and it is hoped that the examination and acknowledged understanding on the part of all employees of this important rule will have a healthy effect on general operation.

The Hard Time party at Madison Women's club room Saturday night, March 10th, was well attended and a good time was had. In connection with this matter it might be well to state that the women's club meets every Wednesday and furnish very nice luncheon for twenty-five cents all who desire to take advantage of it. The apple pie baked by Mrs. H. Carter has no competition and if Don Crinklaw and Will McDonnell will furnish the cheese, the dinner will be minus nothing on any Wednesday.

Burleigh Allen of McFarland announced that his son has been appointed policeman on the Madison police force so it behooves our friend Georgie Dunn not to run any more cars at McFarland or carry by any freight.

Roy Cross will soon be around with cigars. Be patient, he will do the bragging.

Walter Wilson is finishing his stay in Florida and will return to Madison for the summer. Glad to see you, Walter.

You will be interested to know that our dear friend, Z. C. Willson (Biney), recently celebrated a 64th wedding anniversary. Mr. Willson has been in our service for more than 70 years. Congratulations Z. C.

Dubuque-Illinois Division— Second District

E. L. S.

SYMPATHY is extended to the following employees who suffered the loss of relatives recently: Engineer Martin C. Boleyn was called to Fargo, N. D., on account of the death of his brother. Conductor C. A. Ross' beloved mother died at La Crosse the latter part of February and burial made at New Albin.

Miss Mary Welsh, sister of the late Conductor John D. Welsh, passed away at her home at Dubuque, Feb. 12th. Burial made at Dubuque. Sympathy extended to surviving relatives.

Mr. James B. Donald, train baggageman

on this division since 1881, and retired since September, 1928, died at his home in Redondo Beach, Calif., February 16th. He had been ill for some time before his death. Funeral services were held at Savanna, and interment at LaCrescent, Minn., cemetery. Sympathy extended to the surviving widow and to Supt. L. F. Donald.

Conductors P. J. Handley and J. J. Wittman returned to work after recovering from illness.

Warner Construction Co., who have contract for construction of a lock at Dubuque, Eagle Point, are receiving many cars of material for this work, and a good portion of the cofferdam has been constructed.

Track is now being constructed to serve the J. C. Stewart Const. Co., who have the contract to build the lock at Bellevue, Ia.

Looks as though there will be lots of business on the division this summer in connection with the handling of the work at the locks. Up to this time no tracks have been constructed at Guttenberg or other points for the lock construction.

Webster Lbr. Co. have constructed a mill at Dubuque shops where they intend to make barrel staves. We are pleased to have this additional revenue at our station.

We'll be seein' ya! . . .

13 Veterans of the
th ENGINEERS

at the 5th Annual Convention

in MILWAUKEE

June 23 and 24, 1934

Let's all get together again and make this a real anniversary convention.

Be Sure to Bring the Ladies!

Your 1933 dues of \$1.00 are due and may be remitted to: J. A. Elliott—
Secretary-Treasurer, 1216 Cumberland
St., Little Rock, Arkansas

Union Station

B. H. P.

F. N. WEBSTER, Right of Way Agent, is receiving congratulations on his 32 years of continuous service with the railroad, having entered service in Milwaukee in April, 1902. From 1906 to 1913 he worked on the Puget Sound Lines of the company in the purchase of right of way, and other duties in the Real Estate Department. On August 17th last Mr. Webster celebrated his 73rd birthday and from his looks and activity at his desk from day to day throughout the year, many many more happy birthdays are to be his. His many friends over the entire railroad and fellow workers wish him the best of health and happiness.

From the looks of things the equestrians will soon be using the bridle paths. . . . And speaking of brides, how is our friend Abigail? It's funny how you have to ask different ones about their friends who leave the service before you can find out how they are. . . . If you don't ask you wont find out. . . . Wouldn't it make you feel good to have someone stop you in the hall and say "remember Sally?" Well Sally doesn't work here any more. . . . She took another job that is good for life. . . . The position is that of a happy little wife. . . .

There were some nice foursomes before and after the Hockey games at the Coli-

seum March 15th. . . . Did you ever tour Chinatown? . . . Some of the guides are very entertaining. . . . And speaking of guides . . . Klotz sends thanks to 100 of you as he has received that many guides or time tables of other roads. . . .

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

Division

D. H. A.

MRS. JOE COROGLIO, wife of our section foreman at Trail City, left Wednesday, March 14th, for Rochester, Minn., where she will receive treatment.

Another month has passed by and our nice weather still continues but we are still praying for moisture. Here's hoping we get a good "soaker" before it is time for spring crops to be put in.

Capt. Cartmell of the relay office reports business very good in his department—if it continues this way he will be able to use one or two more men.

Dexter Burns of Miles City spent a few days here visiting his father, P. J. Burns.

Mrs. J. L. Caldwell was called to Seattle, Wash., by the death of her sister, Mrs. Tony Aasegaard, who passed away on Saturday, February 17th. Mrs. Aasegaard was born in South Dakota and made her home in Moberge for several years. The remains were brought back here for burial and she was laid to rest beside her mother in Norway cemetery. She leaves to mourn her loss a husband, one daughter, two sisters, two brothers and a host of friends who regret her passing. Deepest sympathy is extended to the bereaved ones.

Conductor Ralph Fraher who recently underwent an operation at the Moberge Hospital is now able to be up and around again.

Engineer Wm. Chambers and wife of New England spent some time visiting at the home of Mrs. Chambers' mother at Minneapolis.

Mr. and Mrs. Henry Wyman have both been under the weather lately so left last Wednesday for Rochester, Minn., where they will go through the clinic.

John Henkel, the millionaire section foreman at Dupree, has returned from a three months' vacation spent on the East Coast, also the West Coast. He reports a fine time.

Mrs. Chas. Coy has returned from a visit with her daughter, Mrs. W. H. Speers and new granddaughter, Sue Ann, at Huron, S. D. Mrs. Speers was formerly Miss Virginia Gore of this city. Congratulations on the arrival of the little miss.

Mr. J. J. Foley and Mr. J. R. Regan, traveling freight and passenger agents from Miles City spent two days in Moberge, recently.

Miss Beulah Stanford has gone to Los Angeles where she expects to visit friends and relatives for some time.

Supt. H. M. Gillick and J. S. Keenan and young daughter, of Aberdeen, were Moberge visitors March 13th.

Mr. and Mrs. Hugh Ross have returned from a pleasant sojourn in California visiting friends at Los Angeles, Long Beach and San Diego.

Mrs. John Cooley has returned from a ten days' trip to Toledo, Ohio.

Stephen Fuller, who is a student at the University of Iowa, spent the week end with his parents here.

Mrs. Belle Jackson, who has spent the past three months visiting at Sparta and New Lisbon, Wisconsin, and Chicago, returned home Sunday, March 11th.

Ding Childers, formerly train dispatcher here, and now agent at Glencross, has too much ambition. We understand that after performing his regular duties the other day, he proceeded to unload 75 grain doors. What's the big idea, Ding? Trying to reduce?

At our last meeting of the Milwaukee Women's club, Agent Frank Williams gave an interesting and instructive talk relative to ways of reducing truck competition. He stressed the point that this being a rail-

road town the majority of the residents derive their living in that way and should be loyal to the firms who patronize the railroad.

Mrs. Claude Preston is visiting at her parental home at Milton, N. D.

We extend our sincere sympathy to Traveling Auditor Frank Langer of Aberdeen on the sudden death of his wife who passed away February 26th. He accompanied the remains to Seattle for burial at her old home.

Iowa (Middle and West) Divisions

Ruby Eckman

MRS. R. E. Fitzgerald, wife of one of the veteran operators on the Iowa division, and mother of Switchman Edward Fitzgerald, died at the family home in Perry the fore part of March. Mrs. Fitzgerald had been in poor health for many years, but a fall from a davenport, resulting in a broken hip, hastened her death. Burial was at Perry.

Brakeman W. L. Smith suffered a bad loss by fire at his home the fore part of March.

Howard McLuen, son of engineer Carl McLuen, and one of the reserve firemen on the Iowa division list, was seriously sick for several weeks with blood poisoning from a slight injury to his finger. He had been working as sexton of the cemetery when the accident happened.

Road Master J. A. Cherwinker and daughter Marian were in Washington, Iowa, the fore part of March attending the funeral of Mr. Cherwinker's mother-in-law.

Machinist helper Corwin Judd and his wife and his sister Mrs. John Wagner, were all called to Duluth, Minn., the fore part of March by the serious illness of their sister.

Conductor John McLane's wife made a trip to Minneapolis the middle of March to make the acquaintance of her first grandchild, a girl.

Mrs. J. Q. Hall, widow of a passenger train man, has been confined to a hospital for some time on account of sickness.

Miss Flora Sprague, daughter of engineer Fred Sprague, was married March 3rd to George Schmidt of Stuart, Iowa. The young people will make their home on a farm near Stuart.

Conductor W. J. Brumley's wife was at the hospital in Perry in March for a major operation. She progressed nicely.

The airplane accident near Salt Lake City the latter part of February which cost the lives of three Iowa men, brought sorrow to several of the railroad homes in Perry.

Mr. McLaughlin of Perry, one of the victims, was a brother-in-law of Switchman E. B. Brooks and Conductor E. G. Keenan, and father of La Verne McLaughlin who worked for many years as a caller until displaced by a reduction in force. Mr. Berglund of Boone was nephew of Conductor Keenan and a son of Mrs. August Berglund whose husband was for many years a B. and B. foreman on the Iowa division.

Agent W. H. Uptegrove and wife took their annual vacation in March and went to California to visit relatives and friends. F. O. Bruce was in charge of the station during their absence from Panama.

Mrs. Katherine Deland, widow of engineer Thomas Deland of the Iowa division, died the latter part of February following an illness resulting from a stroke. Burial was made at Florence, Nebraska.

Engineer Billie Howe's wife suffered a serious accident on March 12th. She was about to go down the stairs to the basement of the home when she fell, breaking both arms at the wrist. She was taken to the hospital to have the fractures reduced and remained there a while for care.

Conductor Dan Searles has a new son-in-law as his daughter Ruth was married in February to Hary Kreiger, a young man who is connected with a garage in Jefferson, Iowa.

Northern District—Car Dept.

O. M. S.

MR F. J. SWANSON, general car department supervisor, Northern District, wishes to express his kindest appreciation for the wonderful spirit of co-operation displayed by all car department employees during the past year, particularly on the splendid showing made on personal injuries. We have now gone better than two in this district and it is our only hope that we will go through the year of 1934 with a clear record. It can be done by everyone displaying the same courage, loyalty, character, good fellowship and confidence in one another that has been done in the past, always being fully on the alert with our minds and thoughts to do our work in a good safe way. Our goal is started. We need the help of all to make it successful. Let us not fail now. We have just started.

We are very glad to hear that Carman William Peck is now at home and gaining nicely following operation at Swedish Hospital.

Ole Stenseth and wife visited at the home of their daughter at Wabasha.

Rumors are about: J. C. Weatherell is quite a 500 player. Wins second prize at the ball. Which ball?



Ben Borgeson and Son

Mr. Ben Borgeson, one of our veteran employes, celebrated his 74th birthday Nov. 27, 1933. He started to work for this company Nov. 3, 1883, working as carman for 12 years, then as millwright in our wood mill for following 12 years, then being placed in charge of repairs to work and special equipment, also cabooses, which continues to be his special work at this time. Mr. Borgeson is hale and hearty, always cheerful and has never suffered an injury. A fine record, Ben!

Carl J. Anderson, veteran employe, age 78 years, passed away Saturday, Jan. 27th. Mr. Anderson entered the service of the Milwaukee in 1881 at Minneapolis coach yard, working continuously until Jan., 1932, when he retired. Our deepest sympathy is extended to Mrs. Anderson and family.

Car Cleaners James Kahout and Charles Pauling are still absent on account of illness. We hope they will be able to return soon.

Mrs. Henry Mehofer, wife of Henry Mehofer, St. Paul freight yard, visited relatives at Boyceville, Wis. Regardless of freedom afforded him, Hank said on her return, it's nice to have a good cook around.

Mrs. Entwistle, wife of Car Inspector John Entwistle, Mitchell, returned from a month's visit with her daughter, Maxine, residing at Los Angeles, Calif.

Fullerton Avenue Building

A. M. D.

THE "blessed events" since the last edition of the magazine are as follows:

Eddy Rumps, the cotton topped office boy of the Ticket Auditor's office, is the proud papa of an eight and a half pound baby girl born March 14. She will be named Patricia Arlene. Considering the baby's

weight, the youngster must be almost as big as Eddy.

Juel McDonald, formerly of the Computing Bureau, is the mother of a nine pound baby girl born February 28.

As we were preparing these articles the news arrived to the effect that Walter Stark of the Freight Auditor's office had become the daddy of an eight pound baby boy.

We certainly wish the parents of these babies the best of luck.

We have just been informed that Bernice Le Feavour of the Car Accountant's office capitulated in marriage on Armistice Day, November 11, 1933, and married Raymond Rasmussen. She left the service February 17, 1934.

Hanna Davies of the Freight Auditor's office was married March 10 to Glenn Miller. She received a beautiful gift from her fellow employes.

We are very glad to report that Emily Dougherty, formerly of the Auditor of Expenditure's office, who has been seriously ill, is on the road to recovery.

Flo Hurless is back after a week's illness.

Catherine Kramer and Mary McCormick of the Auditor of Expenditure's office are on a month's leave of absence due to illness.

M. K. Darnell, Demurrage Inspector, had an adventure in Mason City that he will never forget. He and our agent unconsciously (N. C.) walked in on one of the boldest bank robberies in the history of crime. The fact that a holdup was in progress was forcibly brought to their attention by a machine gun thrust against their ribs while still in front of the bank. Darnell states that he wiped up about two blocks of Main Street on his hat and knees. After considerable crawling he finally gained shelter behind a tree in the park located on the other side of the street. From this vantage point he states the affair looked like a picnic. Nobody hurried—the hoodlums leisurely walked out of the bank bearing bags of cash amounting to \$52,000 and herding the bank employes before them. They all boarded autos and grouped the employes on the running boards and fenders and drove slowly down Main Street. The employes were released outside the city limits. Darnell further states that the machine gun appeared to be as big as one of these German cannon which are generally seen in all small town parks and that in order to escape these adventures in crime, he hopes to remain in Chicago.

Jane Bohr of the Southern District Accountant's Bureau will spend her vacation driving to Florida in her own car.

Nell Shea of the Central Computing Bureau will also vacation in Florida.

Here are two of a number of new books included in the library of the Women's Club during the past month which we believe everybody should read—

"Timberline," a new book by Gene Foster is the story of the fortunes of the Denver Post and its two colorful editors and publishers, Bonfils and Tammen. It is a man's book and should be read to tatters within a year. The description of Buffalo Bill's funeral and the conduct of the "Unsinkable" Miss Brown at the wreck of the Titanic are classics.

"The Native's Return" by Louis Adamic is a story of the author's return to his home in Yugoslavia after residing in the United States for nineteen years. It is a wonderful description of conditions in the Balkan States during the early part of 1933. This book was honored in the usual way by the Book of the Month Club and should be read not only for its educational value on political conditions in Southern Europe but also for its descriptive and literary quality.

Rocky Mountain Division, Northern Montana

Max

SAM B. WINN of Deer Lodge, state legislative chairman of the Big 4 railroad brotherhoods spoke in Lewistown on March

10th at the clubrooms of the Milwaukee Women's club in regard to the advantages to railroads, railroad men and communities served by the railroads of a through rate independent of the rate between short distance stations.

While in Lewistown Mr. Winn was introduced to a number of business men and renewed acquaintances with former railroad friends of this city.

Mrs. N. H. Fuller, president of the Milwaukee Women's club was one of the speakers at the dinner given by the Lewistown Business and Professional Women's club. Mrs. Fuller told of the community service rendered by the club of which she is president. She told of the aid rendered their own members and families of those employed on the railroad and the assistance given all other worthy causes in the city and towns along the railroad.

Rex Koube, former dispatcher and agent, who is now Lewistown representative of the Standard Oil Company, favored our line with a carload of lubricating oil in the month of March.

The Northern Montana showed a sixty-three percent increase in business in the month of February over 1933. The increase at Lewistown was unusually large.

Lewistown is to have a brewery which will be in operation in the middle of the summer. Gus Hoedel, formerly of this city will again be in charge. In this connection the Milwaukee is indebted to William Sughrus, one time engineer, who still holds his rights, for a carload of tanks to be shipped by the Columbian Steel Tank Company of Kansas City, Mo., whom Mr. Sughrus represents.

Jos. L. Jost, of Three Forks, while acting as relief operator at Lewistown passenger station, was stricken with an acute case of appendicitis. He was operated on at St. Joseph's Hospital and is getting along nicely.

George L. Craig, traveling freight and passenger agent, headquarters Great Falls, is a patient at St. Joseph's Hospital account of a hernia operation.

Other patients at the hospital are Sam Miteff, of Arrow Creek, with flu attack, and Ray Grensten, of Piper, account of blood poisoning.

Mrs. William Trotier is visiting at the home of Mr. and Mrs. C. M. Strong.

L. E. (Skinny) Leveque has recovered from his serious illness and is visiting his mother at Spokane, Wash.

L. A. Gibbs is visiting at his old home, Hickman, Tenn. L. A. knows where to go to find the real Mountain Dew.

Milwaukee Terminals

G. W. E.

AS a SAFETY FIRST precaution the Company on February 17th erected a fence of steel rails just north of the old Grand Ave. viaduct to prevent motorists from driving on the interlocking plant at Grand Ave. It is to be hoped that this will keep the red as well as white men off the right of way.

Engineer and Mrs. C. E. Mudway left February 21st for Miami and Key West, Florida. Several of the boys have received cards from them and Engineer Charles J. (Silver) Sholes, a box of Key West cigars.

On Sunday, February 25th, Machinist and Mrs. Cornelius T. Burke, 5702 West Wells St., celebrated their golden wedding anniversary with the assistance of a large number of friends. Mr. Burke retired about a year ago after 44 years in the back shops. Congratulations Mr. and Mrs. Burke from the Milwaukee Family.

Foreman Jack Forrest was off sick the first two weeks in February. We all miss him as he always has a pleasant word and a smile for everyone. We are all glad to see him back on the job.

Evidently Engineer Guy W. Rhoda has a good place to eat. He is so plump and spry and says: "The Old Heidelberg Restaurant is doing the business for me, and reasonable in prices, too."

We understand Yardman Elmer Cogan had his face frostbitten during the cold weather of February 23rd. He was given

"I'm a push-over
for fine Tobacco"



RANDOLPH SCOTT . . . Famous Paramount Feature Player

FINE tobacco is a weakness of mine. And often I'm tempted to try the most expensive kinds. But fine tobacco, I've discovered, isn't necessarily high priced.

For steady smoking, I like Union Leader. Its smooth, well-matured

Kentucky Burley never tires my taste; it's so fragrant, full-flavored and biteless.

Don't let that 10¢ price mislead you! It's hard to beat the satisfying qualities of Union Leader, at any price. (Great for cigarettes, too.)

© P. Lorillard Co., Inc.

UNION LEADER

THE GREAT AMERICAN SMOKE



Save in BANKS WHICH SERVE YOUR RAILROAD

These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employes. You will find able and willing counsel among their officers. Take your banking problems to them and let them help you.

EVERYONE SHOULD HAVE A BANK ACCOUNT

*We Solicit the Patronage of
MILWAUKEE EMPLOYES*

*Open a Savings Account Here and
Add a Little Each Pay Day*

GET THE SAVING HABIT

MERCANTILE TRUST & SAVINGS BANK of Chicago

*Opposite the Union Station
Jackson Boulevard and Clinton Street*

MEMBER CHICAGO CLEARING HOUSE ASSOCIATION
MEMBER FEDERAL RESERVE SYSTEM SINCE 1918

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DEPOSIT INSURANCE

plus

TESTED STRENGTH

At all First Wisconsin offices your deposits are insured as provided in the Banking Act of 1933. In addition, the tested strength of this bank protects your deposits at all times.

FIRST WISCONSIN NATIONAL BANK

OF MILWAUKEE

*Unit of
Wisconsin Bانشares Group*

NORTHWEST BANCORPORATION



A group of 126 banks and trust companies located in 115 towns and cities throughout the Northwest. Go to your nearest Bancorporation bank.

First National Bank OF Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
Established more than forty years ago
Pays interest on savings deposits at 3%
1892 - 1933

(NOTE:—All of The Milwaukee Road Depositories are not represented here.)

First Aid at the A. O. Smith plant. Better wear a muffler, Elmer.

Yardman Jason Cavey wonders why Engineer Burt White wants a radio. Cavey says: "Veteran Fireman John H. McKane can entertain you better than Will Rogers or any of the other radio entertainers and right up in the cab of the engine on the 2.45 p. m. Transfer."

Chief Dispatcher Roy E. Daly tried to lift No. 4 engine track switch February 26th, and visited at home with Mrs. Daly for several days while he recovered from the strains to his back.

Several of the Milwaukee employes attended the funeral of Engineer Maurice J. Clarey at Green Bay, February 24th.

A letter from Dispatcher John Johnson advises that he is enjoying the sunshine, and fish at every meal on the Bahama Islands four hundred miles east of Florida.

Dispatcher Robert Nelson is home from California. He was at Los Angeles during the floods, and apparently did not enjoy it.

On Monday, March 12th, Engineer and Mrs. Ellis F. Ellis with a host of friends celebrated their fiftieth wedding anniversary at their home, 2335 North Murray Ave. Mr. Ellis has been an employe for fifty-three years and was promoted to be an engineer on October 11th, 1890. Con-

gratulations, Mr. and Mrs. Ellis from the Milwaukee Family.

Yardmen Albert (Holtzman) Kosak and Stanley (Loud Speaker) Kujawski visited in Chicago on Sunday, March 11th, at Mr. Kosak's brother who has an airplane, and gave them a ride over Chicago. We are advised that Mr. Kosak left his ax in the locker of caboose No. 01250 while away.

H. & D. Division

W. J. Kane

DID you read the ditty in the evening paper a short while ago about "Here's mud in your eye"? Not much danger in this country, although if perchance it should happen to rain for a change you probably would see a "Mud Shower," due to the dirt in the air most of the time.

Mr. Glosup has joined the ranks of the benedicts. They don't stay bachelors long after they get a taste of the solitude of the South Dakota prairies. Best wishes and good luck, Mr. and Mrs. Glosup.

You won't see much of Roadmaster Armstrong around Aberdeen this summer, now that he is sporting a new model Casey Jones light inspection car. He, like the golfer, will probably be "putt-putting all over the territory."

Speaking of golfing. Now is a good time to go out and get in a few practice swings as it would be practically impossible to lose the ball now that the courses are so bare of vegetation of any kind.

Mina Dam, for the purpose of creating an artificial lake 14 miles west of Aberdeen, is nearing completion. Now for a lot of rain to fill up the reservoir and make a nice lake.

H. J. Madvig took in the auto show at Minneapolis to look over the new models. According to all accounts, the old Ford still looks pretty good to him. If you want a good argument, just try to convince him that the Ford is not the best car on the market. You'll get one.

During the month of February our Safety Record was marred by two reportable and one lost time injuries. It is hoped that we will duplicate the January record each month the balance of the year. Let us all do our utmost to prevent accidents.

Have just learned of the death of Division Engr. Blake's father in Duluth, and Elbert Franklyn Cashman, Feb. 18, 1934, former agent at Letcher, S. D.

Also of Wm. M. Milby in California, who entered service in 1909 as passenger brakeman and train baggageman.

Our sincerest sympathy is extended to their families.

Here is news for the theater goers. I have just learned that the Aberdeen Chapter of the Womens Club are working on a play to be given latter part of April or forepart of May under the direction of Sadie Nimble Berg. If you want to spend a very enjoyable evening watch for the exact dates and be sure and be there.

The New Hub of the I. & D.

Wm. Lagan

CONDUCTOR John Crews has been on the sick list recently but is now reported to be on the road to recovery.

The Platte-Stickney line Traffic Club held their regular meeting at Wagner, S. D., March 8th. Messrs. Ingraham, Doud, Steuben, Kemp, Griffiths, Snow, and Murphy were some of the railroad officers in attendance. A very pleasant and instructive meeting is reported.

Mr. and Mrs. Geo. Kohls announce the arrival of an 8 pound daughter born February 7th. Congratulations.

Mrs. F. R. Doud and daughter Barbara, of Sioux City, spent March 3rd in Sioux Falls visiting friends.

Mrs. Wallenburg, wife of Agent Jake Wallenburg, of Harrisburg, S. D., is visiting friends and relatives in Los Angeles.

Mrs. Christine Larson and Miss Laura Sievert of the Sioux Falls Freight Office have been very successful in selling dance tickets for the annual dance sponsored by the Milwaukee Women's Club. At this writing the two girls have sold 60 tickets which is a very fine record.

Agent George Ferguson of Yankton reports a nice increase in business at his station in the last six weeks and with a new poultry company opening for business on our tracks, George is looking for things to boom down on the main line.

Mrs. Frazine, wife of Engineer "Frosty" Frazine, spent a few days in Sioux City recently visiting friends.

The I. & D. train and engine crews running into Sioux Falls have contributed very generously to the Womens Club by buying tickets to the ladies' annual dance to be held April 5th, and we hope that all of them that can will come to the dance as we know they will have a real time.

Mrs. Al Wattier of Sioux City visited friends in Sioux Falls recently.

Mr. W. F. Ingraham, Mr. F. R. Doud and Mr. F. J. Swanson, spent March 15th in Sioux Falls on business.

Mr. Herman Schleunes, representative of the B. A. R. E. was a caller at the Sioux Falls freight office March 15th.

Dubuque-Illinois Division—First District

E. S.

FIRST District Engr. T. Kindell has returned from Wichita Falls, Tex., where he was called by the critical illness of his mother Mrs. Katherine Carlon. Mrs. Carlon submitted to a major surgery but at this writing is slightly improved.

On March 13, at the family home in Savanna, occurred the death of Mrs. P. H. Kiley, wife of Iowa Divn. Engr. Kiley, following an illness of eight weeks. Surviving are the husband, daughters Grace, Genevieve, Kathryn and Phyllis and son Robert. Funeral services were held Friday, March 16, with interment at Savanna. Sympathy is extended to Mr. Kiley and family.

Sympathy is also extended to the following D&I Divn. employees:

Condr. R. Hume and family account the death of his sister Frances, which occurred in California the latter part of February.

Hostler Fred Goos, Savanna Roundhouse, account the death of his brother.

On March 4 occurred the death of First District Engineer Geo. E. Adams. Mr. Adams entered the service as a fireman on Sept. 11, 1900, was promoted to an engineer and continued in that capacity until his death. Sympathy is extended to the Adams family.

Fuel Supervisor P. E. Buettell spent a

The Doctor tells Mrs. Foley how LAVA SOAP helps prevent infections

GETS ALL THE DIRT . . . KILLS GERMS

. . . HEALS NICKS AND SCRATCHES

A LAVA SOAP MOVIE WITH REAL PEOPLE

Actors: Engineer Leo R. Deany, Illinois Central; Mrs. Clara Deany; Mrs. Lauretta Foley, wife of Mechanic, Illinois Central

SO BILL WILL BE OUT FOR A WEEK WITH THAT INFECTED HAND OF HIS! WHAT A SHAME!

YES, AND THE DOCTOR SAID IT MIGHT HAVE BEEN PREVENTED IF BILL HAD USED LAVA SOAP.

WHY, WHAT HAS SOAP GOT TO DO WITH INFECTIONS?

HE SAYS MOST OF THEM START FROM DIRT LEFT IN CUTS, AND THAT LAVA IS THE ONLY SOAP THAT GETS ALL THE DIRT. YOU'D BETTER BUY SOME FOR LEO.

If you've used Lava, you know it gets the grimeiest hands clean in a jiffy. But perhaps like Mrs. Deany, you never realized

that Lava kills germs—that against most common bacteria Lava is 5 to 10 times as effective as carbolic acid.

THAT NIGHT

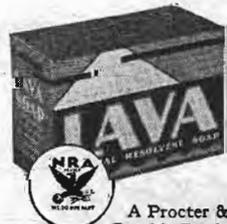
I GOT YOU SOME LAVA SOAP TO USE AT THE SHOP, LEO. THE DOCTOR TOLD BILL IT HELPS PREVENT INFECTIONS.

SAY, I'M GLAD YOU DID. I USED LAVA, YESTERDAY AND IT GETS THE GRIME OFF FASTER THAN ANYTHING I'VE SEEN.

Here's how Lava works. First, its thick, heavy lather gets the surface dirt. Then, its fine powdery pumice quickly gets the ground-in dirt. Glycerine and other soothing oils in Lava heal up little nicks and scratches—help prevent hand infections.

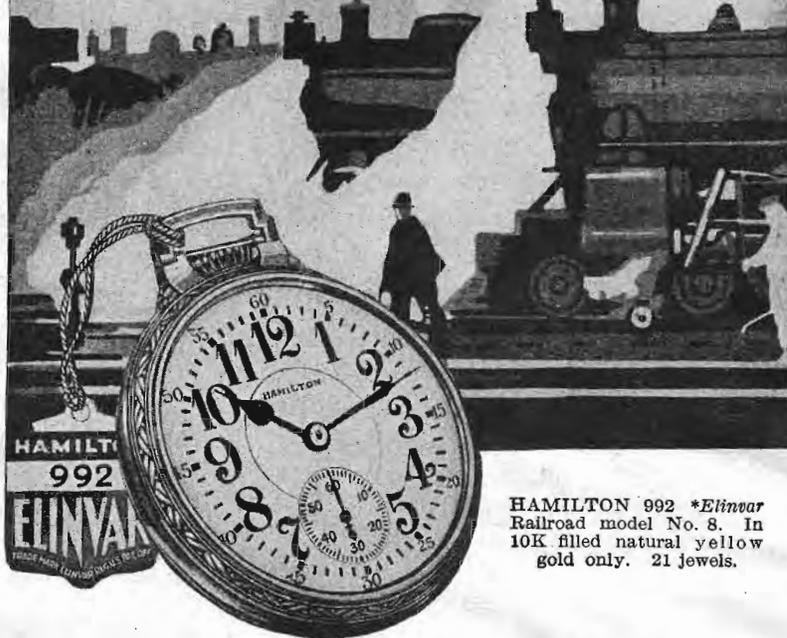
And, to keep adding good news, Lava saves you money because it outlasts ordinary soaps 3 to 1. Works well in any water—hot or cold, hard or soft. Get Lava today.

Takes the Dirt . . . Protects the Skin



A Procter & Gamble Product

Inspection!



HAMILTON 992 *Elinvar
Railroad model No. 8. In
10K filled natural yellow
gold only. 21 jewels.

EVERY TIME you look at your watch you put it to the test—the test of performance. And there is a lot of real satisfaction in knowing your watch won't let you down.

It won't—if it's a HAMILTON. For Hamilton watches are designed and built to pass the supreme test of railroad service . . . accuracy in spite of sudden temperature changes, strong magnetic fields, the knocks and bumps of an active railroad life.

And Hamiltons will also stand up under the critical eye of the watch inspector—the man who quickly musters dangerous watches out of service. He knows that a Hamilton can take it and come up smiling.

When you make *your* inspection of new railroad watches, be critical. Ask questions—ask the men who sell them *and* the men who carry them. Ask particularly about the 992 Elinvar—a thoroughly modern railroad watch for modern railroad conditions. Your copy of the booklet, "Elinvar In Your Watch," will be sent upon request. Address Department R, Hamilton Watch Co., Lancaster, Pennsylvania.



["*Exclusive licensee under U. S. "Elinvar" Patents No. 1,313,291 dated August 19th, 1919 and No. 1,454,473 dated May 8th, 1923".]

HAMILTON

The Railroad Timekeeper of America

ONLY HAMILTON WATCHES ARE TIME-MICROSCOPE TESTED

day or so on the D&I Division and at Savannah, looking after fuel conditions.

Sympathy is extended to Miss Marie Slifford of the Superintendent's Office, Savannah, account the death of her brother, which occurred in Dubuque, Iowa, March 16.

Chicago Terminals

Guy E. Sampson

ALTHOUGH heavy of heart, your correspondent must keep the outside districts in touch with our part of this great Milwaukee Railroad as usual.

We are sorry to report that Kenneth Sampson (son of your correspondent) passed away at the West Lake hospital in Chicago February 24th after an operation for appendicitis. He would have been 13 years old in May. Being a member of the Boy Scouts of America, his troupe took part in his funeral services. He was laid to rest beside his mother who died three years ago and his brother who preceded his mother by only six months. Another member of the Milwaukee family was called upon to mourn the loss of a dear one when on February 24th Mrs. Paul Sturm, wife of a Bensenville car department employe passed away after a lingering illness. The sympathy of all employes is extended to those who mourn the loss of dear ones.

On March 4th Mr. Kenneth Crouse, son of one of our machinists at the Bensenville roundhouse, was married in Chicago. Kenneth was formerly employed at the round house, but for many months has been one of the many employes who could not hold steady work and had to look to another field for a livelihood. But his many friends on the railroad wish himself and wife long and happy life.

Mr. Frank Sutherland, who spent six weeks at a hospital with a fractured hip, has so far recovered as to return to his home. He gets around very nicely with the aid of crutches.

The La Crosse division items of last month sure brought sympathetic words from among all the boys working here who formerly held rights on that division. Three of our old comrades were reported as having received transportation for that haven of rest that lies beyond the grave. We all wish to express our heartfelt sympathy to their mourning families.

A train of 62 cars of autos and 3 car loads of furniture arrived in Bensenville yard from the G. T. Ry. one day last week and in just 15 minutes was on its way to Kansas City. We are wondering how many trucks using the taxpayers' right of way it would have taken to handle that train. Our fast movements of trains like that should prove to all shippers that railroads are the ones which can handle their business to the best advantage.

No items from any of our good helpers this month; guess they are too busy so these few will have to do for this month.

All terminal employes are requested to KEEP YOUR EYES, EARS AND MINDS open in the matter of accident prevention. We have been making history along that line that it is pleasant to look back to and with the personal support of every one of us we can continue to keep a clean slate. LET'S DO IT.

La Crosse and River Division

Items

Eileen

AN interesting and lengthy letter has been received from Mr. and Mrs. George Bates who are spending the winter at Hollywood Beach, Florida. George says they are having the time of their lives, bathing and promenading and sunning themselves on the beach every day. Met Andy Jacobs who is staying at Miami. They are planning on a trip to St. Petersburg the latter part of their stay and will call on veteran Joe Emerson, formerly of La Crosse. Joe, who is ninety-four years of age, has been making his home in Florida for the past twenty years. George says there are more tourists in Florida this winter than for some time past.

Brakeman F. Hahn, on the River Division, is to be commended for discovering broken oil box on diner in train No. 6 February 21, and taking action quickly so that an accident was no doubt averted.

Morg Evans, Agent at Camp Douglas, has been off on account of sickness. C. W. White is doing the relief work.

Conductor Nichols has been threatening for a long time to take a trip to California, and when he does, we'll be looking for a card from Clovis, N. M.

Conductor Dan Smith of the Viroqua Line is taking a vacation.

Brakeman Andy Jacobs is spending the winter in Miami. He and three other rails have an old dilapidated car, in which they have been touring the country, and having a grand time.

Agent W. G. Luek has returned to work after a very nice vacation spent in California.

Brakeman Earl Voldersen departed on February 2nd for a trip to Honolulu. Coal Flat received a very nice card from him, but was disappointed in finding it a picture of the Y. M. C. A.

Engineer J. W. Tiffany and wife have left on a trip which will take them eventually to Los Angeles and other points in the west.

Operator W. S. Wright, Oconomowoc, noticed wheels red hot on car ART 62059 in Extra 3644 on February 19th, and took such action that the train was stopped before a serious accident occurred.

West I. & D.

Edna Bmitkff

MR. FOSTER of the H&D Division is back on the job after spending the winter at his home in Tacoma, Wash. He brings greetings from Mr. and Mrs. Wiltrout who are located at that point.

It seems good to see Mr. Shelby around the office again. He was home several weeks due to illness but is back at his desk now.

Floyd Peterson, son of Axel Peterson, Mitchell, was drowned near his home in Alaska recently. Our sincere sympathy is extended to his family in this loss. Floyd and a younger brother had a fur farm on an island in Alaska, about twenty miles from the mainland, and Floyd was evidently drowned while making the trip over to the mainland.

P. McMahon has returned from a trip to the eastern part of the country. He had quite a bit to tell us as to railroads, Empire State building, etc., but what we really want to know is what happened to his tooth.

E. O. Wright has returned from Chicago where he had gone for a physical examination. Mr. Wright is much improved in

health but is getting tired of living on milk, especially with the green onion season coming on.

A daughter was born to Mr. and Mrs. Paul Ewert of Mitchell recently.

Arnold Saxer, engineer at Rapid City, was a Minneapolis visitor this month.

The daughter of Mr. and Mrs. Lee Peterson, Kadoka, passed away recently. Our sympathy is extended to the parents in their bereavement.

E. L. Hatheway of Postville has accepted a position as operator at Rapid City.

Tony Mikesh has been appointed as agent at Okaton. Tony comes from that musical town of Spillville and probably will soon develop Okaton into the musical center of South Dakota.

Carl Anderson is working as relief agent at Clear Lake, Iowa, at the present time.

There has been some discussion at Mitchell of utilizing the spare time of "Maude" and "Chubby," the stockyards team, in forming a riding academy, using the stockyards for the stables. "Mac" says that we will charge for the first hour.

Charles Donnely, pipefitter, Mitchell, was a Sioux City visitor recently.

Quite a delegation from the Mitchell roundhouse drove to Huron to attend the Huron-Mitchell basketball game. The score? Well, even the best of rooters could not bring that up high enough to help much.

Everyone in this part of the country has quit worrying about rainfall, climate, etc., since learning that science will soon enable us to raise everything we need to eat in a windowbox. Just a few salts and vitamins will do the trick. And we can go uptown and buy a nickel's worth of steak, put it in the icebox, sprinkle it with a solution of the same salts and vitamins and the next morning we will have a nice big roast! So why worry about crops, the domestic allotment, the corn-hog plan, or anything? Of course there are always some doubters, and they can worry on, getting their living from the earth in the old way if it makes them happier. They probably would not have believed in automobiles, radios or even railroads had they lived a little earlier.

Twin City Terminals

Leda Mars

CHAS. B. ROGERS, "The Immortal C. B. R.," has been off a few days recuperating from a recent illness. We are all glad to have Charlie back again.

Did you know that Harold Rappe is an old time storekeeper?

Jay Bailey is back with us for a month and Jay became the proud father of a baby girl on February 19th.

George Joseph was the name given to the son that arrived January 10, at the

RAILROAD MEN PICK FAVORITE

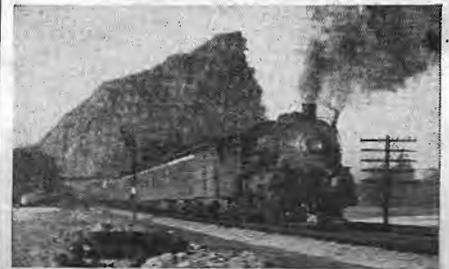
One Tobacco Alone Gets 30% of Votes

Ten Brands Listed

Two hundred and sixty pipe smokers were counted among the railroad men in a Kentucky shop. "What is your favorite brand of tobacco?" they were asked. Ten favorites were given—but Edgeworth alone received 30% of all votes!

Everywhere that railroad men are interviewed—in yards, shops, terminals—investigators find the same story. A pipe is their most enjoyed smoke, and Edgeworth is their favorite tobacco.

"Edgeworth flavor" is the reason given for their choice. Edgeworth is a blend of only the tenderest leaves of the Burley plant. Tobaccoists say these leaves have the choicest flavor, and that in them is found the "mildest pipe tobacco that grows."



*Edgeworth FLAVOR is
a hit with railroad men*

Try Edgeworth next time. Ask for Edgeworth Ready-Rubbed or Edgeworth in Slice form. It comes in all sizes from 15¢ pocket package to pound humidior tin. It is made and guaranteed by Larus & Bro. Co., Tobaccoists since 1877, of Richmond, Va.

EDGEWORTH
MADE FROM THE
Mildest pipe tobacco
THAT GROWS

Twenty-five

Your Local Watch Inspector Deserves Your Patronage

MILTON PENCE

29 E. Madison Street :: CHICAGO, ILLINOIS

F. H. BARTHOLEMEW

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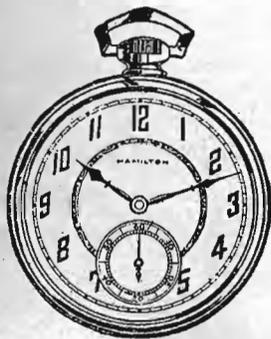
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home of Mr. and Mrs. James Leece of Los Angeles, Calif. The young man's mother was formally Hazel McMahon of the local freight office.

Charles McLain of the local freight just returned from a week's vacation.

Iowa (East) Division Items

John T. Raymond

MISS ALICE McGUIRE of Marion spent several days early in March visiting in Denver, Colo.

Agent A. J. Gibson of Dixon was away several days the fore part of March. C. E. Bell acted as relief agent.

The sympathy of the Milwaukee employes are extended to locomotive engineer M. J. Curran on the death of his wife at her home, Marion, Friday, March 2nd. Mrs. Curran suffered a stroke February 25th.

The Gerald Gordon family have moved to Cedar Falls, Iowa. Miss Geraldine Gordon and Lawrence Gordon, a daughter and son, are students at the State Teachers College in Cedar Falls.

Engr. G. W. McRae of Marion returned home March 9th after a brief visit with relatives at Three Forks, Mont.

The "Take a Chance Co." with Olsen and Johnson went over the Division, special, Des Moines to Davenport, Davenport to Cedar Rapids, and thence to Minneapolis, via Green Island, early in March.

Mrs. Guy Miller of Marion visited her daughter, Miss Janet Miller, at Milwaukee about the middle of February.

Mr. and Mrs. Jesse Brown, of Montevideo, Minn., came to Marion February 20th and remained several days on account of the illness and death of a relative.

Opr. George A. Crabb of Cedar Rapids was away on a brief vacation early in March. W. K. Hodgson acted as relief.

Train and enginemens examination on special rules were held at Savanna March 9th and 10th and at Marion March 11th and 12th and Cedar Rapids March 13th, conducted by Train Master W. J. Hotchkiss.

Condr. Art Young, who has been off duty for several weeks recovering from an appendicitis operation, resumed work February 27th, relieving Condr. Elmer

Shook on the Davenport-Monticello mixed run, account of sickness.

Condr. W. I. Farrell resumed work on the day transfer March 2nd after being on the sick list for some time.

George A. Kindler, Sr., age 81, died at his home, Marion, Tuesday, February 20th. Born May 30th, 1852, in Wortenburg, Germany, he came to the United States at the age of 14, settling at Savanna, Ill.

Mr. Kindler was employed in the Car Department of the Milwaukee Road for 46 years, serving seventeen years as foreman.

He was a member of the German Lutheran Church, The Carmen's Union, and the Milwaukee Veteran Employes Assn. He is survived by his widow, one son and one daughter.

The funeral services were held Friday afternoon. Burial was made in Oak Shade Cemetery.

Mr. Kindler attended many of the Milwaukee Veteran Employes reunions and greatly enjoyed them. In his long career of faithful service with the company he was highly regarded by both officials and employes and they join with the Milwaukee Employes Magazine in extending their sincere sympathy to the surviving members of the family in their bereavement.

Wisconsin Valley Division

Lillian Atkinson

MR. and Mrs. Henry Rege Car Foreman were called to Oconomowoc, Wis., to attend the funeral of a relative.

Mr. M. Burek passed away at his home on March 6th after a short illness. Mr. Burek is the father of Tom Burek, engineer.

Mr. E. Erickson, chief clerk in the Superintendent's office at La Crosse, Wis., spent a day recently visiting various departments in the freight office.

It was brought to our attention that "Eileen" stenographer in the Superintendent's office quietly slipped away one afternoon and returned the next morning as Mrs. Mulder. Best wishes for a long and happy wedded life.

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

Nora B. Decco

WELL when the folks all around the neighborhood start looking at seed catalogs, and getting out the lawn mowers for repairs, and stand gazing at a bare piece of ground—and a few other signs of the times are all about us, Spring has arrived, and when there are leaves on the shrubs the first week in March as there are here this year, the earliest spring almost any of us can remember has arrived, and what with the mildest winter on record for the past fifty years (I can't remember that last one myself), well, if we don't have a record summer now in some way or other we will all miss our guess for we most surely expect something out of the ordinary.

Chester Bales goes fishing, which of itself is nothing unusual, of course, but when he returns after fishing a mile with twenty fish and gave them to me . . . no, that can't be right, I think, come to remember it, was he fished twenty miles and got one fish, and gave that to me . . . that's better. (I believe I could have a pretty good one some time if everyone didn't stop me.) Any way, out from Marion, Iowa, comes Engineer G. W. McRae and walks right in and asks me to get into the Headwaters Fuel and Navigation Association, well if he only knew they do everything they can to get members in, and how the members work from then on to get out is something I didn't tell him. They are looking for new members as most of the old ones have about worn out and the boat is laid up for repairs or high water, and no wood needed by any one and no fish, well only one fish

in all the rivers from all I can see, I think a few new members would put some pep in the old lodge, am going to see what we can do, pretty soon.

Mr. McRae mentioned as recommendation no doubt that he was at one time a steam boat pilot on the Mississippi river near Sioux City, but they had run out of water down there, we will do all we can to help this condition soon now, as up at Fort Peck in our state we are building a small dam which will allow the folks down at Sioux City to run steam boats without the boats acting like Chester's special does on the rocks in the Gallatin out here. Of course, it will take a little time, but what are a few years when you see something in the end?

Not to be outdone by any of the present members, Mr. McRae carried home with him something to store his fishing tackle in. I guess a small reminder and sample of the good time he had out here and the woods they tramped through. Get him to show you. Chester packs fish bait in it and the rainbows climb out of the Jefferson, Madison and Gallatin straight for the headwaters of the old Missouri when they see him coming, asking for just one little sip of it. That's one way to get fish. I forgot to say that Mr. McRae is Mrs. Echard's and Mrs. Grey's brother and came out here on a short visit. Mr. and Mrs. Echard got here either one day ahead of him or one day behind him after a few weeks spent at Excelsior Hot Springs last month.

Well, no doubt not to be outdone by Florence, what did Joe Jost do but go to the hospital at Lewiston and have his appendix cut out, that is my idea of no vacation. He is doing fine, however, and we all hope will soon be skipping around looking for jobs again.

Engr. Harry Hamilton has returned from a call to Tacoma where his brother, T. J. Hamilton, was quite sick. We understand he is doing very well at this writing and Mr. Hamilton is back on 16 and 15 again. Fireman Fink went out to Spokane for a week's vacation to see the sights and how the weather was.

Fireman Gosnell has returned to the Rocky Mountain from the Northern Montana where he was working for the past month.

Mrs. Sam Haffner has gone to Great Falls for a short visit with Sam who is working over there.

Engr. Shaw started out all right but had to come home on the train, he blames it on the car, something or other didn't do as it should, no doubt. This all happened over at Twin Bridges—that is the name of the town—he doesn't claim he saw two bridges or anything of the kind, nor that he walked or anything else—in fact we gleaned what little we could from

here and there—but any way he returned home sitting in the new coach on 16.

Mrs. Kunze, mother of fireman Kunze and Mrs. John Smeltzer of this division, is recovering from a very serious illness. We all hope for her speedy recovery now that she is on the up grade.

Not to be outdone by the folks over around Glasgow in getting men to work and doing something worthwhile, what does Mayor Kunze (Fireman August) of this city do but put over the sixty-four thousand dollar water bond election by just doing as President Roosevelt sets the example, "Now we need this, it's a good thing and wish you would vote for it," and we did, 159 to 1. Do you think any one can find out who that one is? Well, I should say not, you wouldn't either, would you?

Also we have an air port right out in front of the Milwaukee depot, where the Park tourist can see the air planes flying all around and missing the tree tops next summer. Are we up and coming? Well, we are, at least, not down and out yet.

We regret to write of the illness and sudden death of fireman Lloyd Shrauger of this division on March 15th at Three Forks. He had been ill only a few days and his passing was very sudden and unexpected, although during the last day fear was felt for his recovery. He has been on this division many years and leaves a wife, who was formerly Elton White, a nurse for the Milwaukee Hospital Association at the local hospital here, and three small children. The Rocky Mountain division offers this family their deepest sympathy in this sad loss.

Twin City Terminals—Mechanical and Stores Depts.

N. A. H.

MR. THOMAS BOWLER, JR., was a visitor at South Minneapolis. Mr. Bowler was formerly of Minneapolis shops but now located at Austin, Minn., as boiler foreman.

Messrs. R. W. Anderson, J. E. Bjorkholm and Buetell were at South Minneapolis on business.

Mr. William Fedler of South Minneapolis roundhouse department underwent an operation in the hospital and is reported at this writing as doing very nicely.

Mr. Wm. Eddington and wife are vacationing at Hot Springs, Ark.

Our sympathy is extended to the following:

Mr. Frank Anderson, whose mother passed away at Hastings February 14th.

Mr. George Reese, whose brother passed away in St. Paul.

Mr. Ole Lewis, whose wife passed away.

Messrs. Casper, Oswald and Nels Roth



297 TIMES YOUR OWN HEIGHT! THAT'S THE LENGTH OF EXTRA YARN IN EVERY PAIR.

... NOW YOU KNOW WHY LEE OVERALLS WEAR MONTHS LONGER *It's the JELT Denim!*

DON'T underestimate the importance of all that added material—1716 extra feet of yarn tightly woven into every pair of LEE JELT Denim Overalls. That means a vastly stronger fabric—greater resistance to snags, rips and tears—shrinkage reduced to record low point—MONTHS LONGER WEAR! It pays, therefore, to insist on Lees whenever you buy overalls.

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Do not accept imitations. Be sure the cap you buy is Ear-Marked with the Kromer trade-mark in the inside.

Ask your dealer for the new Kromer Polka Dot or write us giving his name. Should you order direct be sure to state size.

Other colors: Plain Black, Blue with White Stripe, Express or Hickory or Brown with Black Stripe.

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Twenty-seven

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin

of the store department, whose father passed away February 27th at his home. Neva Ross is back again in the store department after being off a month due to illness.

Mr. Wm. ("Bill") Luebke of Milwaukee was at Minneapolis for a few days and he never fails to look up the "old landmarks," as he calls them.

Mr. Chas. X. Anderson, former blacksmith at South Minneapolis shops, passed away February 16th. Mr. Anderson for the past few years was retired on the pension.

"Spring is here again" and fishing stories are now the subjects of interest. Beat this one: A certain fisherman tells it this way, "If you were telling this, I wouldn't believe it, and being that it comes from me, you don't have to believe it, but anyway it is the truth." While fishing he got a bite—he dragged the "big" fish up to the boat and fought with it for an hour when the fish got loose, made a flop and landed right in the fisherman's boat and he says, "It's the funniest thing I ever saw."

There is a bowling team organized among some of the employes at South Minneapolis and possibly later on we may hear of some worthy bowler being chosen for some tournament. Another month of this should make some showing as to the lucky one.

CREOSOTED MATERIALS and COAL TAR PRODUCTS



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Minneapolis

The Last Roundup of Heaters

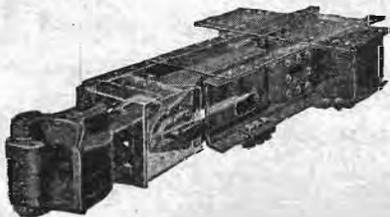
Ray

STRANGE things do happen. Miss Caro received a pair of hose very blushing from an unknown person. For his information Rose prefers chifton hose to service hose. Furthermore, we thought those people were extinct.

With the sun getting higher in the sky, it makes people think of spring and moving. We have reports that Tony and Don are in the market for new dwellings.

Mr. Holcomb said the other day: "Did you see where they killed ten thousand

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crows with dynamite?" Hok's in a contest; the one that shoots the most crows gets a brass button—I mean a gold button.

It was announced that Mr. and Mrs. R. J. Boyland (Mrs. Boyland formerly Miss Abbie Casey) have a little baby girl whose name is to be Helen Jane.

Mr. A. DeGarmo, our perishable freight

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INGHOUSE DRAFT GEARS

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inspector from the west coast, made a business visit to the 1934 World's Fair city.

To the tune of "Did You Ever See a Dream Walking?" invest these words: "Did you ever see four men smoking?" and all pipes at that. Bert, Bob, Hok and Roy; they sure do enjoy their pipes.

D. S. Westover and Walt Lindquist were seen discarding 1933 Minnesota fishing licenses recently, with remarks to point that "Didn't catch enough fish to make the license worth while." Here's betting June 1st, 1934, they have new ones, anyhow.

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17

West End T. M. Division

R. K. B.

WE had no sooner settled down to write the few notes at our disposal this month when Ann Anderson comes over with a big beaming smile on her face and announces that she is a new aunt, just about an hour old. A fine 9½-pound baby boy had just been born to Mr. and Mrs. Joe Marx of Miles City. Joe is Ann's brother.

The few blustery days in the early part of the month chased most of us inside to shiver before the radiator, but the sun is once more shining brightly, and the daisies and the sagebrush are bursting nicely into bloom.

Mr. J. R. Ludwick, formerly of Seattle and Aberdeen, Wash., is receiving the congratulations of his many friends in this territory over his assignment to the position of agent at Miles City, succeeding Mr. W. N. Ross, who retired on March 1st with the request that he be assigned to lighter duties. Mr. Ross will still maintain contacts for our line in Miles City in the capacity of assistant agent.

Extra Dispatcher Neil Grogan, who has spent the winter in Deer Lodge and vicinity, was a visitor in Miles City the early part of the month.

The families of C. E. Watkins, conductor, and W. F. Mueller, engineer, were saddened on March 6th by the death of H. N. Jordahl, father of Mrs. Watkins and Mrs. Mueller, who passed away in Miles City after an emergency operation. The remains were taken to Blue Earth, Minn., where funeral services were conducted and Mr. Jordahl was laid to rest.

The news of the death of Mrs. W. H. Earling, wife of passenger conductor Earling, has just been reported to us, from complications resulting from a fall a short time ago. Mrs. Earling has been a resident of Miles City for about 25 years, and the information at this time indicates that funeral services will be conducted at this point.

The trial run of the new 4400 series coach produced considerable interest from patrons on this division when it came through here on Trains 15 and 16 a short time ago, and we gather from the comments made that if this is a sample of our new passenger service, there will be some increases in passenger revenue from this time on.

We feel obliged to relate that Chief Clerk McMahon has forsaken rhyming hearts, Michigan and rook for the mathematical complications of contract bridge, and has spent the last week taking lessons so as to qualify as an expert. Mrs. McMahon has likewise become a devotee of the game, as has the writer of this column, and we're now looking hungrily around for a fourth so we can have a nice quiet sociable game some evening. We've met an impasse around the office, anyway, because it seems that all they've ever played was pinochle, and pinochle, of course, to a contract player, stands somewhat on a level with pith.

Iowa and S. M. News

V. J. W.

DURING the past month five of our co-workers have passed on:

A. M. Phelps, agent at Kasota, passed away at his home February 17th. Mr. Phelps was 62 years of age and had been an employe of the company for the past 43 years. He entered service as an operator on the River division in 1891. In 1915 he was assigned duties with the claim department with territory on lines west until he returned to the I. & M. division in 1931.

Thomas S. Feeley, machinist helper at tin shops, passed away February 19th, after an illness of only a few days, with heart disease. Mr. Feeley was 67 years of age.

August L. Bardouche, retired car repairer, passed away at his home in Austin, February 28th, following an illness of several years. He was 70 years of age.

Burton S. Gillson, conductor on the S.M. division passed away at his home in Man-kato March 8th, following an illness of several months. He was 69 years of age and had been an employe of the company since 1898.

Orrin H. Waters, conductor on the S.M. division, passed away at St. Olaf Hospital, Austin, March 10th, following an illness of several months. He had been at the hospital about a week prior to his death. He was 60 years of age and had been an employe of the company since 1895.

Deepest sympathy is extended to the bereaved relatives.

The completion of the new remote control system between Austin and Ramsey marks the closing of Ramsey station, one of the earliest terminals of the old South-ern Minnesota Railroad. Harvey Coleman was the first railroad agent serving there from 1867 to 1872. The station has seen continuous service from that time until March 11th, 1934, when it was formally closed.

With the closing of Ramsey, Agent Hartwig is displacing Agent Larimer at Win-fred, S. D., and Operator Banks is displac-ing Agent Theophilus at Okabena, Minn.

Switchman Geo. Paulick has been ap-pointed custodian at Ramsey.

Switchman Walter Cambern has returned to his home in Austin after a week's treat-ment at the Veterans' Hospital at Fort Snelling.

Ticket Agent John Schultz has returned to work after a few days' illness.

Machinist Norm Nicholson has gone to Madison, S. D., for a few weeks.

Kansas City Division

C. M. G.

CONDUCTOR J. G. Gurwell of Kansas City, conductor on the Marion line, spent a week's vacation during the first part of March at his home in Kansas City. Returning to Ottumwa he was accompanied by Mrs. Gurwell, who remained in the city for a lengthy stay.

Due to illness Dispatcher J. A. Sanford was off duty for almost two weeks, during his absence H. G. Barnard worked as dispatcher and M. L. Fromm held the position of operator in the dispatcher's office.

Mrs. H. C. Fritchie, wife of boilermaker welder at West Yard, was called to Cabool, Missouri, because of the death of her aunt Mrs. Henry Hengle, which occurred in the latter part of February.

J. Praether was appointed section fore-man at Mystic; R. O. Gray to the same position at Rathbun, account F. Sens bid-ding in Hendrick section.

Mr. G. C. Sheridan, local storekeeper, went to Minneapolis the last of February account of the serious illness of his brother, who was confined to a hospital with an infection of the eye. He is reported im-proving and it is hoped will soon recover.

Recent visitors in Ottumwa were Mr. and Mrs. F. L. King of Savanna, who spent the weekend of March 3 with friends. Mr. King paid a short visit to the office of the superintendent for a "hello" and "hand-shake."

On March 12 a son was born to Mr. and Mrs. K. R. Wymore in their home at 429 North McKinley Street.

Engineer Harry Lucas, employed by the Milwaukee on February 1, 1910, passed away at the Ottumwa hospital on Febru-ary 27 after a short illness, his death be-ing due to pneumonia. He is survived by his wife and his parents, Mr. and Mrs. John Lucas of Ottumwa.

News has been received of the death of John McEwen, which occurred at 12:10 a. m. on March 12. At the time of his death he was serving as agent at Hayes-ville. Mr. McEwen had been ill for quite some time and due to illness was obliged to take a leave of absence some months ago. He was employed by the company in July, 1903, and appointed to an agency in 1914 at Farson, Iowa, being located at that point until November 1, 1931, when the station was closed and he bid in the position of agent at Hayesville. He is sur-vided by his wife, a step-daughter and step-son.

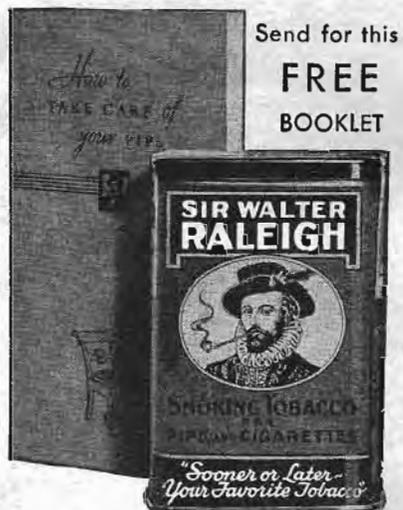
"WHY LEAVE HER IN A FEVER?"



ONCE she hungered for his morning good-bye kiss. But lately the smudge from that venomous chimney leaves her hungering only for plenty of fresh air.

He can keep his bride and keep his briar—with a little consideration for them both. Ream out the old pipe, friend! Ram a cleaner through the stem. Fill up with Sir Walter Raleigh. And settle down to a second honey-moon. This mild mixture of Ken-tucky Burleys is a cool-burning, slow-burning, well-aged tobacco that is indescribably milder. It has brought families and friends closer. It certainly is bringing a new favor to indoor smoking. And making quite a repu-tation for itself on the way. Try it!

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FOR SALE OR RENT—Eighty acre farm. Immediate possession. Stock and machinery on place. Ten room house, barn, granary, garage, wood shed, corn crib, chicken coop. Thirty acres under cultivation, twenty acres to be broken up; balance in wood. Terms: \$3,000 and assume \$2,500 mortgage. Or, will rent place complete for \$25.00 per month. For further information write Earl W. Taylor, Dakota, Minn.

FOR SALE—Lantern handles of finest selected second growth hickory. Very serviceable. Price 50c. Write: Benj. R. Weber, 2624 W. Lisbon Ave., Milwaukee, Wis.

FOR SALE—Five-room frame house on 120x150 lot—landscaped with trees and hedges. House is furnished with modern improvements. Located on good gravel road one and one-half miles S. W. of Bensenville. Also—several hundred shade trees—elms, and ash, varying from ten to twenty-five feet in height—on hand. Inquire Anton Smeja, Bensenville, Illinois.

FOR SALE—Three room frame house on 50x150 lot, three blocks from Wooddale station, on C. M. St. P. & P. (19 miles from Chicago, Union Station). Good Suburban service. Also THREE ACRE TRACTS at Itasca, three blocks from station and school — all improvements available — Wesley Luebring, Itasca, Ill. Phone Itasca 7.

FOR SALE OR EXCHANGE—Six-room house on 50x120 lot, paved street, at 387 N. Ashland Ave., Green Bay, Wis. Will exchange for acreage near Tacoma, Wash. Address Jno. Cathersal, 1702 N. Pine St., Tacoma, Wash.

ROOMS FOR RENT—Large pleasant sleeping rooms for rent. Close to Milwaukee Depot. Mrs. G. P. Hodges, 1402 S. Penn. Ave., Mason City, Iowa.

ROOMS FOR RENT—Two large sleeping rooms, one has twin beds; private home; men or ladies. Mrs. N. J. Van Schoyek, 4717 N. Campbell Ave., Chicago, Ill. Tel. Ravenswood 2129.

FOR SALE—Modern five-room frame bungalow, on 50x187 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensenville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave.

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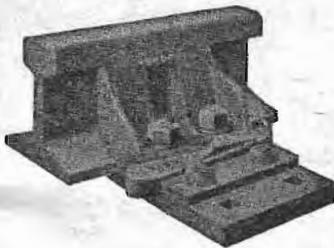
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