

The
MILWAUKEE
MAGAZINE

DECEMBER, 1928



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Holiday Greeting

IT is both a privilege and a pleasure to extend Holiday greetings to the men and women of The Milwaukee Road. The season has unusual significance for me as it marks the close of my first year with our railroad.

The territory we serve has prospered, and through your loyal and effective work the railroad has been enabled to share in this prosperity. We may, I believe, all look forward hopefully to what the future holds for this railroad in which we take such pride, and which has such firm hold on our affections.

I extend to you all, and to your families, my every good wish for a Merry Christmas and for a Happy and Prosperous New Year.

President.

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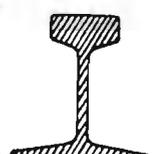


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Miles City, Montana

THE Valley of the Yellowstone; the great swirling, eddy river; the bluffs that skirt the shore; the placid plain that floors the valley and stretches afar to the ragged buttes which pierce the eastern sky. And beside the turbid stream just where the Tongue River wanders lazily in from the southwest to join the larger watercourse, is Miles City, pleasantly located and attractive.

It is a city of eight thousand people, the metropolis of southeastern Montana—its most progressive and most lovely market center. Coming in from east or west, on Olympian or Columbian, the view is widespread and engaging. Coming from the east, one sees the broad Yellowstone Valley with farm crops and stock ranches in the picture. Nor does the prospect vary greatly to the west, until out beyond the township environs, where the valley narrows and the great river with its rim of bluffs absorbs the view. The city wears well its aspect of prosperity—the streets are wide and shaded, the homes speak of comfort and well-being, the business thoroughfares denote an active, forward looking ideal, substantially founded and earnestly followed.

In the early days of the locality, the plains of the Yellowstone, the Tongue and the Powder Rivers were the fighting ground of the savage Sioux Indians who massacred and pillaged and burned with relentless fury. And it was after the unspeakable horror of the Little Big Horn, where Custer and his command were wiped off the face of the earth by Sitting Bull and his warriors, that a military cantonment was established at the mouth of the Tongue River, and named Fort Keogh. Under its protection a little white settlement grew up east of the fort, which was the inception of Miles City. In those days the only means of transportation into this locality were the overland stage and the Missouri River packets that came up river as far as Fort Benton, the westward trek continuing by pack train and stage. Miles, then, was a typically western frontier town, catering to the occupants of the military post and to the attendants on the great herds of stock cattle that were being driven on to the grand free ranges of Montana's hills and mountains. It was notably a "Cowtown" and when the dusts of the oncoming herds were seen on the horizon, the law-abiding citizens put up the shutters and awaited the salutations of the cowboy fraternity, which usually were given in the form of "shooting up the town." Gamblers there were in plenty and everything was run "high, wide and handsome."

In the early "eighties," the aspect of the place began to change, an efficient and courageous Vigilante Committee

cleaned things up and the little town threw open the shutters permanently, a railroad came into the state and the march of progress was begun. Miles City was incorporated in 1887 with close on to fifteen hundred inhabitants. It became a market center for the stock which ranged on the neighboring hills, and when the sheep came into the country,



"Ride 'Em, Cowboy!"

Miles City was soon a central wool shipping point. Its growth, however, was not marked until the arrival of the construction forces of The Milwaukee's Coast Extension. Headquarters were established in Miles City, which transformed the town into a bustling business center. Its growth since that time has been steady and sure.

The advent of The Milwaukee did as much for the territory surrounding Miles City as it did for the city itself. Under the stimulus of such strenuous action as a new railroad line brings, the countryside awoke and looked into its resources. It found that instead of being good for little else than as sheep and stock cattle range, it had great agricultural possibilities. And so, the grazing herds have been gathered under fence, and grain and clover and alfalfa fields have changed the picture from the far-flung loneliness of the wide, uninhabited plateau to one of farmsteadings, dairy herds, poultry runs and market towns.

As a state Montana early took action toward educational facilities for its juniors, and nowhere are there finer or more complete schools. And in this respect, Miles City did not lag behind. It has always provided for its youth the most progressive and efficient educational institutions, and today it has three modern grade schools, a parochial school and a commercial college. Its large and well equipped high school is a county high, with a grade A and one hundred per cent credits. It has recently acquired a fine, large gym and a domestic science department. Its enrollment this year was over one thousand.

Among its fine public institutions are a Young Men's Christian Association, housed in a handsome building of its own; a Carnegie Library; Court House, for it is the seat of Custer County; a large hospital; churches of all denominations; modern theaters; a new Federal building and post office; and a weather bureau. East of the city is the State Industrial School for Boys; the buildings of ample size and handsome construction are set in spacious grounds with a large farm and forestry service in which the lads receive instruction.

For a city of its size, the retail shops are an evidence of the great volume of trade that comes into Miles City. The shop windows of the Main Street stores are true barometers of the fact that Miles City folk want none but the best, and the size and number of these with their general appearance of prosperity, give additional evidence that the people have the money to pay for what they buy. Indeed Miles City enjoys an almost exclusive "cash" basis of trade.

The largest industry in "Miles" are the shops of The Milwaukee Railroad. Here twelve hundred people are employed, which is a little community in itself, all drawing their living from the railroad and spending the money in the mercantile establishments of the town. It is needless to elaborate greatly on what that payroll and that expenditure mean to the prosperity of Miles City.

Saddlery and harness manufacturing is also a productive industry, and the fame of the marvelous hand-tooled saddles that are turned out in these factories reaches more than across the North American continent; while for the rodeos that are held in various parts of the country, nothing is more to be desired than a Miles City hand-tooled saddle. Other industries of note are four bakeries, two candy factories, a flour mill, monument works, manufacturing jewelers, a furrier of note, an oil refinery, an Armour's creamery, which is the largest industry of its kind in the state of Montana.

A horse slaughtering plant provides "something new under the sun," and its present capacity is one hundred horses weekly. The hides are used for leather, the bones for poultry feed, the meat, etc., for tannage. There is also a horse sale yard in connection with this industry.

The financial operation of this city is taken care of at two substantial banks. The assessed valuation of the city is ten million five hundred thousand dollars. Efficient and ample public service is provided, including light and water systems and police and fire departments.

The surrounding country is peculiarly beautiful. Eastern Montana does not lie in the mountainous section of the state,

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but that does not mean that it is all plains and flat surfaces. By no means—the land is broken, bluffs line the river, and precipitous buttes rise out of the plains. On the east is a range of rugged buttes that lift lofty summits toward the sky. Of these, Signal Butte, the highest, is a landmark for many miles. It is nine miles from the city and is reached over a fine level highway. In days gone by it was a signal post for the Indians and for the army signal corps. A drive of special interest is out toward the west to what was old Fort Keogh, long since abandoned as a military post, but always a Government Reservation. It is now used as a United States Livestock Range Experiment Station. The Reservation contains 57,000 acres, and experiments in the raising of cattle, hogs, sheep and horses are conducted. During the war the Reservation was used as a Cavalry Remount Station.

The drive to this spot and the memories of the stirring times that made Fort Keogh necessary to the safety of this locality, make an interesting incident in a visit to Miles City. Fort Keogh was named in honor of Captain Myles Keogh, the oldest soldier of General Miles' command. From this post went forth the army that won that section of the west to the arts of civilization; win it they did, away from the terrors of the frontier, mostly at the point of the saber and the gun, with galloping artillery and hard-riding troopers; and their fame is inextricably bound up with the memories of this cantonment on the banks of the Yellowstone River. An annual event in Miles City is the rodeo which is staged there about the fourth of each July. And this brings back the memories of the cowboys and their ponies, their chaps, their ten-gallon hats and their roping contests. The cowboys of the rodeo are a harmless lot, and there's no shooting up the town when this gentry appears.

As a shipping and market center, Miles City means much to the Milwaukee Railroad. The tonnage of wool, of stock cattle and sheep is large and grows with each year. The wool shipping season is a busy one around the freight house over which genial W. N. Ross, the Local Agent, presides. Mr. Ross is a real westerner, and with his ten-gallon hat atop of his bronzed face, he looks the part to perfection. Mr. Ross cherishes the traditions of the olden day, and it was through his efforts that the old Deadwood stage coach that stood a prey to the elements for many years, was finally



The New Milwaukee Power House in Milestown



Looking East Over Miles City; the Milwaukee's Power House Stack in the Background



Looking Down on Main Street, Miles City



Milwaukee Shops Force, Miles City

brought to safe haven under the canopy that shelters it on the platform at the Milwaukee passenger station.

Miles City besides being a Milwaukee "Shop" headquarters, is headquarters for the Trans-Missouri Division, reaching from Mobridge, South Dakota, to Har-

lowtown, Montana, at the foot of the Belt Mountains. Here is Superintendent H. M. Gillick and his train and office forces. This being a Division Terminal, Miles is also the home of many train and engine crews who contribute their quota to the prosperity and progress of their



A Rodeo Parade



Sheep Sale Yards, Miles City



Milwaukee Road Stock Yards

city. A fine new office building is just completed for the division forces.

Of the Shops, Mr. H. E. Riccus, who is Division Master Mechanic, gives us the following information: In the Locomotive Department back shop, there are one hundred and fifty-five employes with an average monthly payroll of \$20,000. That shop overhauls engines from the Northern Montana and T. M. Divisions. The classified repairs given these engines are Classes 1, 2, 3, 4 and 5. In addition to this, floating equipment in the territory

from Mobridge to Avery is overhauled at Miles City.

In connection with the shop is a twenty-four-stall roundhouse where engines are repaired and turned for transportation service. Employment is given to 45 men in the roundhouse, with an average monthly payroll of \$6,500. An average of 16 engines per day are turned. Work on the engines here consists of light and heavy running repairs.

A new one-hundred-thousand-dollar power plant has just been completed to



Custer County High School

serve the shop and roundhouse. A new forty-thousand-dollar hot water washing plant has been installed in connection with the roundhouse for the washing and refilling of boilers.

The Miles City Shops have recently been equipped with approximately \$40,000 worth of new, modern motor-driven machines, overhead crane, etc.



A T. M. Division Switch Engine and Crew

George W. Taylor

THE recent passing of George W. Taylor, of Tacoma, brought to a close a useful and eventful career in railroad circles.

Mr. Taylor, who for the past eleven years has been employed in various official capacities on the "Milwaukee" and who was affectionately known as "G. W." to all with whom he came in daily contact, possessed that rare type of personality which makes hosts of friends, all of whom deeply mourn his sudden demise.

He was always willing to do more than his share of missionary work in endeavors launched to further the general good of the service, and his purse opened easily to any worthy charity. What more can be said of any man?

Mr. Taylor was born in New Bedford, Mass., in 1860. He was educated in Upper Canada College, Toronto, Can.

He was employed in various responsible positions on the Rock Island, Santa Fe and San Antonio & Aransas Pass railroads, and eleven years ago became associated with the "Milwaukee."

He is survived by his wife, Mrs. G. W. Taylor of Tacoma, a daughter, Mrs. Wm. E. Avery of Michigan, and two sisters, Mrs. J. Pigott of Michigan and Mrs. J. Prohl of Minnesota.



Machinist James Kimose with a Day's Catch in the St. Joe River

La Crosse Division

By E. A. Lalk, Assistant General Freight Agent

THE La Crosse Division—the speedway of the C. M. St. P. & P. Railroad—the route of the world-famous train, the "Pioneer Limited!"

Upon this division was born the corporation of the C. M. St. P. & P. Railroad dating from May 5, 1863, on which date the legislature of Wisconsin chartered the Milwaukee and St. Paul Railway for the purpose of taking over for the bondholders, the western division of the La Crosse and Milwaukee Railroad at foreclosure sale under land grant bonds issued by the latter company.

The early history of the railroad was one of great legal battles covering a third of a century, yet finally all actions decided in favor of the company.

Of the struggle for existence of this early railroad against its many enemies, of the keen competition of toll road projects, of canal and various other interests, a volume could be written and still be of interest to all.

To me, however, the traffic evolution on the La Crosse Division is one of the most interesting of any division on this system. In picturing this division an attempt will be made to show this interesting feature.

The La Crosse Division is a fast, double-tracked line, a line of few grades and curvatures, heavy steel, well tied and ballasted and ideally located for fast modern transportation of heavy passenger, and tonnage freight traffic.

Very few of our railroad friends from other divisions ever see the La Crosse Division in daylight, as the night trip between Chicago, Milwaukee and the Twin Cities is so well scheduled. Their only knowledge that they have been over a good piece of railroad is that they feel refreshed after a good night's rest on arrival at either terminal in the morning. We have good daylight trains on the La Crosse Division. Let me introduce you to No. 5 and 6—real trains, fast and on time—much so that the parlor car porter tells you where you are by his watch rather than by the station signboards. A trip on No. 5, leaving Milwaukee at 10:15 A. M., on a clear autumn day is a real treat, as experienced by a friend and myself recently.

No. 5 was marked up on time from Chicago as usual and as the heavy train came to a stop in the Union Depot, Milwaukee, we boarded the rear end. We settled ourselves for a real enjoyable day. It had rained the night before and the roadbed was free of any dust.

Pulling out through the west part of the terminal through Merrill Park, then on by Grand Avenue Junction, we went onto the La Crosse Division at Wauwatosa, the first station on the Division. Wauwatosa is a very home-like suburb of Milwaukee. Here are located the state hospitals for the insane and the Muirdale sanatorium for tubercular people. The grounds of the institutions lie along the right-of-way. Splendid improved farms furnish a large portion of the food for the inmates.

Leaving Wauwatosa, the right-of-way follows the valley of the Menomonic River. This river flows west to east

through Milwaukee and on its banks and canals are located many of Milwaukee's principal industries as well as the main yard of the Milwaukee Road. Hot-houses, truck gardens are very much in evidence until Elm Grove is reached.

At Elm Grove the La Crosse freight line cuts off. All the freight tonnage arriving from the La Crosse Division comes down this freight line, through West Allis and the Soldiers' Home yard into the main terminals. As the train speeds on, the farms become larger—fields of red cabbage, corn, potatoes and large fields of grass where graze herds of fine cattle—Holsteins, Jerseys, Guernseys and Ayrshires predominating. In many of the fields the farmers are harvesting the root crop and as the train passes many pause to wave a cheery greeting.

At Brookfield, named from a small stream that winds its way through the valley, the Madison Division south line to Waukesha, Whitewater and other points southwest branches off.

On the west through Duplainville, a small station where the Soo Line crosses, on past Pewaukee, along the shores of beautiful Lake Pewaukee, is the beginning of a series of lakes to the west. The familiar old ice house is gone, giving way to advance of manufactured ice; where last year we enjoyed thirty or more carloads of ice a month, now none.

Around Pewaukee many of the farmers raise high-bred sheep and these sheep find markets over a wide area for breeding purposes. Lakeside station is closed; where trains in years past carried summer vacationists in numbers, now the grass grows on the platform while the cement highway teems with auto traffic.

At Hartland is located the White Elm Nursery, a large and prosperous concern. Hartland has a large gravel pit and 300 to 400 cars of gravel per month find their way to the city, a new tonnage of recent years and about the only tonnage of volume from various points on the La Crosse Division.

Old Nagawicka with its beautiful lake is as active as ever, but not for the railroad. The laughing, jolly crowds of merry vacationists on the platform that used to greet us now move in family groups in the family auto. The old get-together spirit promoted by contact in railroad coaches is gone. The real community spirit of group gathering in travel has given way to speed on the highway where the morning greeting from your neighbor is a sharp blast of an auto horn to go by, coupled with an expression of disgust at your tardiness.

Nashotah, the next station, is the gateway to the St. John's Military Academy and the old Nashotah Mission, both located on a beautiful lake amid ideal surroundings. The Academy is built along military lines with its stone building and turrets, ideal parade grounds and athletic fields. This academy is well managed, and a boy graduate may well be proud of his Alma Mater.

At Okauchee is located the gravel pit of the Waukesha Washed Sand & Gravel Co. Six hundred to seven hundred cars of gravel move from this pit per month

during the active building season. Lake Okauchee is still a famous vacation paradise.

At Giffords, we cross the Oconomowoc River, arriving at Oconomowoc, the first stop on the journey.

Oconomowoc is the home of the Carnation Milk Products Co. The beautiful depot at Oconomowoc speaks well for the splendid vacation passenger business we enjoy to the resorts on beautiful Lac La Belle, whose shore is lined with many mansions of wealthy Chicagoans and Milwaukeeans. Mr. A. J. Earling's summer home still stands and was occupied until recently by the late Mrs. A. J. Earling, widow of our former president.

All the territory between Milwaukee and Watertown is highly competitive with the electric line and the busses and trucks; and where it may appear to many of you as local territory, it is to us the most competitive.

Crossing the Rock River several times through Ixonia and through the rolling countryside of black loam dotted with prosperous farms, mostly dairy, the side bluffs covered with oaks and maples with their gay autumn foliage of yellow-gold and red, here and there the right of way covered with brilliant red of the sumac plant, mingled with the beautiful purple of wild asters.



The New Depot at Watertown Junction

The next stop is Watertown, named from Watertown, N. Y., at the new depot built at the Junction. (The C. M. St. P. & P. and C. & N. W. use the same facilities jointly.) Watertown is one of the busiest places on the division. Here is located the Globe Milling Company, millers of wheat and rye. The Watertown Canning Co. is a big industry and the Watertown Milk Co., Van Camp Co., have milk condenseries here. Here are also located the G. B. Lewis Co., manufacturers of the famous Beeware Brand of bee keeper supplies, Bickett Rubber Co., the Village Blacksmith people and the Perfection Table Slide Mfg. Co. Look under your dining room table and the chances are you will find that the slide was made in Watertown. Our good old friend, G. W. Webb, is agent here—one of the real old-timers.

Many of the successful railroad men of the country had their beginning in Watertown. The station was the kindergarten for many. Part of the division leaves the main line here to the south for Madison. This branch extends from Hubbellton to Sun Prairie and Burke.

Hubbellton was named for the late Judge Hubbell. Years ago a lumber mill

and barrel stave factory were located here, the logs being rafted down the Crawfish River. Hubbellton is in the center of a splendid dairy section but the tonnage of lumber and staves is now gone.

Waterloo, a thriving country market town, is the home of the famous Baby Rice Pop Corn, a real industry and doing a real business.

At Sun Prairie is located a pottery concern and also large tobacco warehouses.

After leaving Watertown on the west, we go at high speed on through Richwood, Reeseville, Astico, active farming communities, each with its lumber yard and building supplies, oil storage tanks, stock yards and grain elevators. The elevators speak of the times when grain was raised in quantities to ship and not for feed to move afterwards in smaller tonnage such as cheese and butter.

Reeseville boasts a cannery, while Astico has two. Elba was the former name for Astico, changed in 1916. The town is named from a small river in northern Italy. No particular reason for the name is evident, except perhaps somebody wanted something different. A rye flour mill has been in operation at Astico since 1848. They still use the old style stones for grinding combined with an up-to-date roller system. At Astico is located a bread and cheese board factory. A milk plant produces 75,000 pounds of fluid milk daily for the Chicago markets.

At several places along the line fox farms can be seen. Foxes are fed mostly on horse meat.

A short stop is made at Columbus, Wis. The principal operations at Columbus are the Columbus Canning Co., the Dry Milk Co., and the feeding yards for transit sheep. The powdered milk manufactured by the Dry Milk Co. is used by bakers, ice cream and chocolate manufacturers as well as blenders of chicken feed. This is good tonnage for the line.

Columbus is an old town, the first settler locating there in 1839. The town has had a good sound growth and has a metropolitan appearance.

A fast run is made from Columbus to Portage, through Fall River, Doylestown, Rio and Wyocena, all prosperous villages—canned goods and cattle being the principal tonnage to move.

Going into Portage the line crosses a number of lake bottoms where drainage projects were attempted but the land still remained marshy and instead of waves of water before the wind we now see waves of marsh grass.

The city of Portage is located at the famous portage between the Fox and the Wisconsin Rivers. The main line coming into Portage passes over the road of the old portage trail. The old settlement at the Wisconsin River end of the portage was called Gougeville. Thirty miles from Portage was the chief village of the Sacs Indians. The length of the old portage was 2,700 paces. A monument was erected to Father Marquette, on the trail in 1895. Near Portage to the north is the site of Fort Winnebago. The old soldiers' cemetery is still to be seen there.

What a story the rocks and trees along the old portage could tell if they could speak! Indications are that the portage was used from time immemorial—what a theme for a story! The laboring and



Reading Down: High School, Columbus, Wis.; Main Street, Portage, Wis.; Adams Street, New Lisbon, Wis.; Camp Douglas from the Air; The Frog Shop, Tomah Material Yard; Superior Avenue, Tomah, Wis.

sweating humanity drawing their worldly goods upon their backs first and then upon crude conveyances, then via modern transportation. Who were the first to cross and who will be the last? I bring myself back to realize that this article is not fiction but descriptive, but Portage certainly holds the imagination and we must indulge.

Portage is a busy railroad town, a division point and Supt. Frick has his headquarters here. The yards are teeming with activity. Portage is primarily a railroad town and the principal payroll is the Milwaukee Railroad. The Stotzer Granite Co. is the principal industry. The Pacific Sand Co. are miners of moulding and core sand and have developed quite an industry.

The line from Portage to Madison, known in rail talk as the M. P. line, is part of the La Crosse Division. It runs down through a good farming country and connects the La Crosse with the Madison Division. Arlington and Morrisonville are good towns on this line.

Morrisonville is named from an early settler named Morrison. The M. P. line was originally known as the Superior, Sugar River and Chicago Ry. The tracks were laid in 1870. The line was financed by parties from Morrisonville and Poynette.

Years ago as many as eighteen cars of tobacco were shipped in one day from Morrisonville. The movement has steadily declined. Morrisonville boasts it never had a saloon.

Arlington is a good town and has an interesting history. Sheep fattening and cattle raising, together with a canning factory, are the principal industries.

Poynette is a thriving community. This town absorbed the former town of Dekorra, and was active in financing the Sugar Valley Ry. At this point, as history will show, was located a Mr. Jamieson, who was proprietor of an inn at which inn weary travelers would stop in their journey from Galena, Ill., to the so-called Pinerias at Grand Rapids, Wis. (now called Wisconsin Rapids) and Stevens Point. This gentleman also did the teaming or hauling from Galena, Ill., to points mentioned, there being no railroad further north than Galena.

Leaving Portage the country is rougher. We are approaching the valley of the Wisconsin River—and what a beautiful river it is! The riot of color on the trees lining its bank is a real treat for the lover of the beautiful, the scenery reaching its real culmination at Kilbourn, the center of the Wisconsin Dells country (The Trough). The state of Wisconsin, ever interested in the welfare of its people, has set aside the center of the Dells as a state park. People come from all over the world to visit the Dells. The summer of 1927 over 150,000 people visited this park.

Kilbourn is named for Byron Kilbourn, one of the early presidents of the old La Crosse & Milwaukee Railroad.

Many pages of description could be written about the Dells; of the trip up the river by boat; of the beautiful Indian Pageant that is put on in nature's settings for the tourist, a wonderful performance well worth while, but time and space will not permit. Suffice it to say that the real Dells extend about seven miles along the Wisconsin River. The

water flows between walls of sandstone 25 feet to 80 feet high and from 150 feet to 200 feet apart. During the Glacial Period the Wisconsin River was dammed and the course of the river changed, and it forced its way through a new channel of rock, thus forming the Dells. A writer of history of Kilbourn says that in 1865 there was shipped from Kilbourn, 27,000 bales of hops which netted the farmers something like \$3,000,000—some freight business then. A child of Kilbourn today, if you asked about hops would think you were talking about frogs.



The Old Tunnel Bore at Tunnel City on the Right; the One in Use at Left

On through Lyndon and Mauston. Lyndon is quite a potato center. Mauston, named from a party named Maughs. A small town sprang up around the mill owned by this party called Maughstown and later shortened to be called Mauston. Here are located several creameries and a knitting mill.

A stop is made at New Lisbon, the junction with the Valley Division. New Lisbon has a long and interesting history. It was first settled in 1837. Lumber was the first industry. No lumber now. New Lisbon is a very pretty city. Many of our employes make their homes here. The principal industries are farming and cattle raising.

At New Lisbon is located the only manufacturer of cereal beverages in the United States using the process of stopping formation of alcohol before it arrives at one-half of one per cent contents.

Leaving Kilbourn, to the south can be seen the curious Military Ridge south of the Wisconsin River, extending from near Madison entirely to the Mississippi River. This ridge was long known and traveled by the Indians and afterwards by the early pioneers. Later a road was built upon this ridge. Originally it formed part of the trail from Green Bay to Prairie du Chien.

As we proceeded further west the soil grew better and the farms more fertile looking. On either side of the right of way could be seen curious formations of rock hills rising like islands from flat valleys. The rocky islands make geologic study of the section interesting. At Camp Douglas is a very striking display of this formation. The railroad seems to go between them as through a mountain pass. The town was named from a man named Douglas, who operated a saw mill here when there was timber. The state of Wisconsin maintains an army camp at this point.

Beyond Camp Douglas the country grows rougher and less productive. Oakdale, the next point, whose original name was LeRoy, afterwards changed to Oakdale from the fact that years ago large numbers of oak ties were produced here.

Tomah is another railway town. Our line has a large material yard here and a plant for the manufacture of concrete work and building of frogs and switches. One of the largest lumber jobbers of the state, the Ben Nuzum Lumber Company, is located here.

As we leave Tomah the land along the right of way is forested with white birch and jack pine with a sprinkling of oak and maple, making a very pretty autumn landscape.

At Tunnel City is a sandstone ridge, a kind of a natural stone dam. To avoid a lengthy detour, our people tunneled through. It was, until the building of the Coast Extension, the only tunnel on

our railroad. The depot at Tunnel City was built in 1857, from timber and logs hewed with a broadax—the men who built it are long dead but the depot still stands as solid as ever. The village was first named Greenfield in honor of Amos Greenfield, and afterwards named Tunnel City because of the tunnel there.

McCoy is the name given to the army camp which lies in a basin surrounded on all sides by bluffs covered with a second growth of oak and maple. The station was named after Colonel McCoy, an army officer of the late war.

Sparta, the junction with the Viroqua line, is a business place. Shipments of canned goods, cattle and tobacco form the principal source of revenue. Here also are located the large warehouses of the American Tobacco Co. and the Lange Wholesale Grovery Co., a good going concern.

The principal towns on the Viroqua branch are Melvina, Cashton, Westby and Viroqua. Melvina is named for the wife of Capt. Hunt, one of the early settlers. Here is located a small flour mill.

Westby is quite a tobacco center. The firm of Bekkedal-Rosenwald & Co. are one of the largest leaf tobacco dealers in Wisconsin. The town is named from an early settler named Ole Westby.

The principal town is Viroqua, named in 1851 after a Mohawk Princess, Viroqua (meaning Lily of the Valley), a sister of Orohgateka, who was educated at Oxford by the Prince of Wales and was head of the Independent Order of Foresters for many years. Viroqua boasts of the largest creamery run on a co-operative plan in the United States. There are seven tobacco warehouses located here. The manufacture of cheese is also an important industry.

Our own "Lou" Boyle is agent here and all of us know him for his excellent work with the Veterans and the Pension Board. Westby and Viroqua are quite competitive with the La Crosse and Southeastern Railway.



Looking South on Main Street, West Salem

Continuing on west of Sparta the country becomes more hilly and broken as we near the Mississippi River.

Rockland, Bangor and Salem next. Bangor is a very neat and pretty place, one of the most progressive communities in southwestern Wisconsin. Here busi-

ness men co-operate in every plan promising development.

Our journey ends for the La Crosse Division as we leave the train at the new and modern depot at La Crosse. To have a little joke on my friend, I asked him to ask a native why they called people from Wisconsin "Badgers." To my astonishment the old fellow came right back with this story which I give you for what it is worth:

It appears that miners looking for lead in the early days of Wisconsin found shelter in caves and dug in the hill sides and for their mode of living they were



Granddad Bluff, Near La Crosse, Wis.



The New La Crosse Station

nicknamed "Badgers" and from that the state, it is claimed, received its popular pseudonym. This was supposed to have happened in 1822.

Volumes could be written about the early days of La Crosse, about its wonderful sawmills, its grain elevators and mills, its river, dock houses and wharfs teeming with industry, but time and space will not permit.

La Crosse lies on the Mississippi River at the junction of the La Crosse and Black Rivers. Its setting is beautiful. To east tower the tall Mississippi bluffs—old Grand Dad Bluff, the sentinel of surrounding country. To the west the Mississippi flows among numerous verdant islands with the west bank bluffs towering in the skyline. A long climb to the summit of Grand Dad Bluff gives a magnificent view, one well worth the effort, and to view the country in the autumn coloring offers scenes never to be forgotten. No more beautiful river scenery is to be had anywhere, nothing like it in this country, nor in the world, seasoned travelers say. Let's talk about the beauties of the scenery along our line on the Mississippi a little more.

La Crosse receives its name from the Indian game called Ta-kap-si-kap-a, which the French renamed La Crosse. The city is built on one of the Indian's favorite spots for playing this game.

Industrially, La Crosse has gone ahead in the last few years. Several new industries have been added. However, it is primarily a jobbing center and ranks well up with other cities in the state in the distribution of fruit and produce. Many beautiful homes, public buildings

and parks make La Crosse a fine city to look at. Many large and imposing mansions still stand, built by lumber barons in the hey-days when La Crosse was one of the greatest producing centers of lumber in the west.

C. L. V. Craft still holds the reins as agent, popular with the shipping public through his many years of service.

If you want to spend an interesting day, ride the observation end of La Crosse No. 5.



George W. Webb, Agent, Watertown, Wis. Service Date 1875



Old Station, Watertown

Reminiscences

By Elizabeth M. Paul

WHEN I began my career with the C. M. & St. P. R. R. Co. in 1882, I well remember about the first ticket I sold. It was a green one and I can see green to this day. There was a man who lived in our neighborhood who measured, I think, six foot seven, and he came into the office and asked for a ticket to St. Paul. I quickly stamped the ticket, gave it to him and collected the correct fare and as he was about to step onto the train my husband said, "Hello, Joe. Going away?" "Yes," he said, "I am going to St. Paul." He was still holding the ticket in his hand and as Mr. Paul saw it he said, "Joe, your legs are too long to ride on this; it's a half-fare ticket." He took it and came into the office and got a full-fare ticket. Imagine my humiliation. I shall never forget it. My husband had a strong sense of humor and he often reminded me not to try to get Joe Patterson through on half fare again. Well, that was one lesson learned, and I have learned many more in the forty-six years that followed. I surely made many mistakes but I hope none that could not be rectified. I was to receive the railroad salary, which was thirty dollars a month. My husband was the agent at that time, but he said I was to do the work and have the wages. As our names, rather the initials in our names, were the same, we were one and all the same.

Well, I took the first two months' wages to buy a gold watch. Of course, I must have the correct time now, and my husband said to get a good one and I did. It was a thing of beauty and a joy forever, solid gold case, Waltham movement, and I was very proud of it.

A few days later the work train was laid up at St. Olaf, and the next morning the conductor came in and told me to ask Mason City for the time. I said, "Oh, I have the correct time," and pulled out my watch. I can see that smile to this day when he said, "But we have to ask, anyway." Humiliation again, and the word wasn't big enough. Well, I blundered along from time to time doing some things right and some wrong. But if any of you went into the railroad business without having anyone show you how, you will know what it means to get your experience as you go along.

One thing I was always careful of, and that was not to make it cost the company anything for my blunders.

I took great pride in keeping my office clean. In early days our office was a part of a big grain elevator and so were our living rooms, and the office opened into our sitting room. We had shades and curtains at the windows, carpets and rugs, etc., and it all seemed very cozy and homelike. When my daughter was twelve years old I saw she was outgrowing the district school. I had heard that the agent at Elkader was talking of resigning on account of wanting more pay which the company did not see fit to increase, so I immediately wrote to my superintendent and told him that I would take it at the same price if Mr. Lamm should quit. Well, that hung fire for two years, when one day Mr. Lamm said unless they gave more money he would quit. Then we got the appointment in November, 1891, and to my great joy. Then I struck a real "he-man's" job, and there was no time for the feminine touches such as lace curtains, etc., but I never failed to scrub the floors white, and my husband washed the windows and blacked the stoves. We had the reputation of having the cleanest depot on the division. We had no help then, but there was no eight-hour-day law and we could work way into the night, which we surely did a good deal of the time.

Our salary was soon put up to \$45.00, which helped a lot. But we had to keep a team and deliver the U. S. Mail free and also had free delivery of express to all parts of the city. Then we bought a bus, and my husband hauled passengers and trunks—ten cents each, anywhere in town, but this revenue paid the horse feed. When this branch was built in 1872, by private individuals, viz., Judge Williams and his brother Dudley, it was named the Iowa Eastern Railroad. One remarkable feature was that the town gave the depot grounds and built the depot and we are still using it. At the time of Mr. Paul's death, July 12, 1916, my salary as agent was \$72.50. He received \$25.00 as helper and the express company paid \$15.00 for delivery and he was also express agent and we considered this pretty good salary. From that time on the wages increased, especially during the war. But the volume of work also increased and every one earned the dollars twice over before we received them.

During 1916 we received clerk hire. Up to this time we hired our own clerk at our own expense. Elkader has always

been considered a good paying station and we used to say our branch not only made money for our own branch, but we had to help pay for the Volga Branch.

We made from 800 to 1,000 pro's a month. It has always been a good stock shipping station and during our years of passenger business we sold over \$1,700.00 worth of tickets, one month, local, and one month over \$700, interline. But the two didn't come the same month so we never got to the two-thousand mark.

Going back to the eighties when the C. M. & St. P. bought this road, there was a period of many months that we had no train service and Mr. Paul had a splendid team of horses and he and J. T. Froelich and A. B. Wilson, buyers at Froelich, kept open grain market from St. Olaf, by using the horses to haul the cars over the summit and then letting them run down grade. It took two narrow-gauge cars to fill one St. P. car and that was transferred at Beulah. Mr. Paul drove the team, Mr. Froelich acted as brakeman and Mr. Wilson did the coupling.

Mr. Paul found it necessary to remain at home one day and he sent the team for them to use, and in a few hours they brought them back saying they would not pull a pound for any of them. Then Mr. Paul went with them and the work went on as smooth as ever. Those horses were bright and well trained. It was the first team we owned and many a fine trip we made with them. No autos at that time. Anyhow those were times of real railroading. Those men shoveled snow some nights until nearly morning.

In June of 1880, we had heavy rains and floods which washed out bridges on our branch. And again in June, 1892, floods swept away a thousand feet of track; and again, the train could run only to Stulta, and again in August, 1895, our line again was put out of commission when two thousand feet of track was destroyed. But the flood of 1896 was the most disastrous storm in the history of the county both in loss of life and property, which occurred the latter part of May, 1896. This storm was general and of the nature of a cyclone and cloudburst. The full force of this storm was felt on Bloody Run. It came between 11 and 12 o'clock at night; a terrific stream of water poured down Bloody Run Hollow, filling the bottoms to the depth of from ten to twenty feet. About a mile west of Beulah Depot it swept everything away. William Lord, the agent, and his family occupied rooms in the second story. They heard the rushing water and escaped across the bridge and reached the other side just as it was swept away. Their lives were saved, but they lost everything. The depot was swept away. Many lives were lost along this line from there to McGregor.

When repairs were completed on the branch as far as Stulta, the management saw fit to change the roadbed near Stulta and save further washouts. I was stationed in a box car which was used as an office and was obliged to drive out every morning and back at night for over ten weeks, my daughter taking care of the Western Union at Elkader. The month of June and latter part of May seemed to be the fated months for floods, but since then there hasn't been any serious washout. Of course, we had our usual snow blockades, but that's just railroading. So far nothing has ever tempted me to give up my job.

THE MILWAUKEE MAGAZINE

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Announcement

COMMENCING with the January, 1929, number, we will set aside space in each issue for the benefit of those of our employes having personal articles to exchange or sell. This advertising will be free of charge; your copy should be in our office not later than the fifteenth of the preceding month, and should be addressed to "The Editor, The Milwaukee Magazine, Libertyville." Advertising from employes, who are acting as agents for outside companies, will not be accepted in these columns unless paid for at the regular rates. Please give your division and department.

The Annual Report of the Women's Clubs

ATTENTION of the readers of this Magazine is called to the following figures which were embodied in the annual report of The Milwaukee Railroad Women's Club. And by way of further preface to this splendid showing, we wish again to make plain to the employe body the purpose of this body of Milwaukee Railroad women who are organized in club units at strategic points on the System, to look up and care for, to the extent of their necessities, any and all of the employes of this company who stand in deserving need of their assistance, financial or otherwise.

The report which was presented to the Governing Board of the Club showed that during the period between January 1st and September 30th, 1928, eight hundred and twenty-six donations of food, clothing, money, fuel, etc., involving an expenditure of \$9,058.45 had been made through the individual chapters and the Governing Board. This was an increase of sixty donations and of \$4,709.90 over the same period last year. In addition to the above, the women of the various chapters made one thousand eight hundred and twelve gifts of flowers, fruit, magazines and delicacies for the sick at a cost of \$1,496.86. This was an increase of nine hundred and forty-three gifts and \$553.32 over the first nine months of last year. Nor was this all, for in the same period nine thousand two hundred seventy-one calls on those who were ill or in distress or trouble were made, an increase of four thousand

Milwaukee Employes' Pension Association

The following members of the Milwaukee Employes' Pension Association have established eligibility to old age pension payments, and have been placed on the pension roll during the month of October, 1928:

Paul W. Gray, Boilermaker	Milwaukee Shops
Arno F. Bierbach, Machinist	Milwaukee Shops
Edwin S. James, Hostler Helper	Milwaukee Shops
James M. Usher, Conductor	La Crosse Division
William S. Edwards, Carpenter	Tomah Shops
John J. Rigney, Engineer	La Crosse Division
Thomas Carroll, Engineer	R. & S. W. Division
Nels Lovstuen, Section Foreman	H. & D. Division
L. W. Markle, Brakeman	Madison Division
Peter Kuhn, Air Brake Helper	Milwaukee Shops
W. H. Smith, Janitor	Milwaukee Shops
Alfred H. St. Clair, Boilermaker Helper	Milwaukee Shops
Edgar D. Alderman, Machinist	Tomah Shops
Varnum W. Price, Brakeman	Madison Division
Leon Romdenne, Patternmaker Helper	Milwaukee Shops
Frank H. Van Etten, Telegraph Foreman	Telegraph Department
Kenneth Ferguson, Engineer	H. & D. Division
Alexander Stevenson, Machinist	Milwaukee Shops

C. W. MITCHELL,
Secretary-Treasurer.

three hundred ninety-nine over last year. And twelve hundred letters and ten hundred cards of sympathy were sent out.

Now it is worth while to go back and read over those figures, for they mean something. They show what a band of loyal, earnest women who are pledged under their Club motto to "go about doing good," have accomplished on this railroad in the short period of nine months of one year, all involving much individual effort and time; and how much the figures have increased over the previous year. This Women's Club is but little over four years old, and to have achieved such a record for good works done entirely among the personnel of this railroad company is a thing of which the Club and the employes as a whole have every right to be proud. That the executive officers are proud of the women of the railroad was evidenced at the annual Get-Together of the Club Women in October, when President Scandrett, complimenting the members on their splendid record, presented their Governing Board with five thousand dollars to be used in the relief work. This was a continuation of the gift of the receivers last year of a like amount. This money is turned into the fund of the General Governing Board, to be used to help out any of the chapters whenever they find their treasuries cannot take care of relief cases that come to them. Out of this General Fund, the Governing Board had sent to different chapters, since the meeting of November 11, 1927, \$2,397.25. Figures like these talk in large letters telling of what our women are doing. But relief work, while it is the main object of the Women's Clubs, carries with it sociability, kindness, friendliness and love, and in this beneficent branch of their work, our men have taken active part, and to say that they have enjoyed the pot-luck suppers, the picnics, the dinners, the dances and parties of every kind, the lunches to the Safety First Committees, etc., tells only of the material comforts in which they have participated. The Get-Togethers mean quite as much to men and women alike. It strengthens the family feeling, it stimulates The Milwaukee Spirit and cements in stronger bonds the fellowship that has endured and striven through all the years that this railroad has had existence.

It is up to every man employed by the company to get back of this Women's Club and boost "like ever'thing" for a cause that is so surely "worth while."

In Memoriam

Nora B. Decco

THIS will be our first Christmas without Mother. Thinking back now I can remember wondering how it would seem when the time had come and she would be no longer with us, and now that we have laid her away in her last long rest, I can realize more and more each day what her being here meant to us all.

We have a fondness at a time like this to think of other days and hours of happiness and now that it is again that season of "Peace on Earth, Good Will Toward Men," I can not help but compare this Christmas with those others gone before, each one more lovely than any can ever be now, because of her who made them so, and who filled them so full of brightness for us to remember after she had left us.

I can remember her telling us "The Story" and showing us the stars and of the questions we children would ask her of the Shepherds and the Wise Men, and of Mary and the Babe in the Manger, and how sad we used to be because He had no other place to stay. And we often selected some bright star as His star and somehow, somehow, Mother found answers to all our questions, and we were satisfied. Only a Mother could know wholly the beautiful Story of the Nativity—and after all there is something of Mary in every Mother. Oh, what a task was hers, what a tremendous task; but she never faltered, and I wonder now, if she sometimes thought we took her for granted, or if Mother-like she just knew our great love for her, even if we forgot often to tell her of it, in words.

But as all Mothers—so was she, and she somehow taught us the faith she had and a firm belief in the things she believed in—hers a bright, brave spirit; and I doubt not that when the Pale Horse came she was ready to go with him, but she left behind for us those things more precious than gold—the gift of laughter,
(Turn to page 13)

Current Railroad Topics

RAILWAYS WORLD'S GREATEST CIVILIZING FORCE

Enabled Men to Carry Civilization into Trackless Wilderness and Create Widespread Prosperity

The following is taken from an article entitled "The Civilizing Rails" by Professor Mark Jefferson of the Michigan State Normal College.

RAILWAY transportation is the agency that for the century past has done more than any other single one of man's inventions to transform human life, especially in the way of pushing backward people forward and lifting submerged classes. The old-fashioned peasant, clinging closely to the ways of his fathers, and accepting a status of inferiority, has disappeared here before the whistle of the locomotive and the rustle of the newspaper. Local costumes and customs have had to yield here to the garments and manners of wider areas. The rural dweller here is familiar with the ways of the townsfolk.

Mobility transforms and ennobles peoples. It has always been so. Mobility along the Nile made old Egypt significant. Mobility on the sea distinguished in turn Phœnicians, Venetians, Norsemen, Dutch and English. Sea-mobile Carthage compelled sedentary Rome to take to the Mediterranean and greatness.

A Railway-Created Country

The United States has been aptly called a railway-created country. Railways here enabled men to carry civilization, a civilization that was undoubtedly European, into what had been a trackless wilderness and create there widespread prosperity.

It is not that the railways happened to come along just as the country was being settled. The country did get settled then because the railway was available to do the work. Without the rails there would be no such country today. Settlement would have crept slowly along the rivers; numbers would still be small and wealth far less. Canals would be more numerous and fewer of those once built would have fallen into decay. All the waterways would be in use, but the total movement would be, by our present lights, insignificant. The railways made the United States, and the present generation has its whole life tied up with the effects of railways.

Abandoning Unprofitable Lines Offsets New Building

Future new building of railroads in the United States and Europe may be in good part offset by taking up unprofitable lines.

In this connection it is worth noting that the United States had about 46 per cent of the world's total mileage of railroads in 1890, 43 per cent in 1900, the same in 1910, and 38 per cent in 1920. As Europe's mileage, too, has fallen from 34 per cent of total in 1905 to 31 per cent in 1925, it appears evident that the remaining third of the world's railroads, the railroads of the less developed regions, are now increasing mileage more rapidly than are those of Europe and the United States.

TRAIN RIDES COST PUBLIC

256 MILLIONS LESS

Passengers in Last 6 Years Would Have Paid That Much More Had Receipts per Passenger-Mile Remained as in 1921

SINCE 1921, reductions have been made in the average amount received by the railways for carrying a passenger one mile that in the last six years have saved the public the sum of \$256,068,000. In "Railroad Data" last week, details were presented showing the reductions which have been made in the general level of freight rates since 1921.

In other words, if the average receipts per passenger-mile of 1921 had remained in effect, the public, in the last six years, would have had to pay \$256,068,000 more than was actually paid to the railways for the same amount of passenger transportation.

The details of this saving to the public are shown below, covering the Class I roads:

In 1922 the average amount received by the roads for carrying a passenger one mile was 0.059 cents less than in 1921, so on the basis of the 1922 traffic this reduction, as compared with the average receipts in 1921, saved the public the sum of . . . \$ 20,927,000

The corresponding reduction in 1923 amounted to 0.068 cents per passenger-mile, this reduction saving the public the sum of	25,810,000
The corresponding reduction in 1924 amounted to 0.108 cents per passenger-mile, this reduction saving the public the sum of	38,978,000
The corresponding reduction in 1925 amounted to 0.148 cents per passenger-mile, this reduction saving the public the sum of	53,206,000
The corresponding reduction in 1926 amounted to 0.150 cents per passenger-mile, this reduction saving the public the sum of	53,216,000
The corresponding reduction in 1927 amounted to 0.190 cents per passenger-mile, this reduction saving the public the sum of	63,931,000

TOTAL SAVING TO THE PUBLIC IN REDUCED AVERAGE RECEIPTS PER PASSENGER-MILE SINCE 1921 \$256,068,000

Need of Heavier Loading of Freight Cars

THE need of co-operation by shippers with the railways to increase the number of tons of freight loaded in each car is emphasized by the *Railway Age* in an editorial in its current issue. "This is a matter which the railways are wisely bringing to the attention of shippers," says the *Railway Age*. "Are not all shippers interested in the economy of railway operation? If not, why do they manifest so much interest in freight rates? Obviously, in the long run, the freight rates they must pay will be mainly determined by the economy with which the railways can operate. Now every shipper who loads in a car less tons of any commodity than he could reasonably load, thereby helps to create conditions which will tend to justify higher freight rates than would otherwise be necessary."

The *Railway Age* calls attention to the fact that whereas up to 1920 the average load per freight car usually increased, it has been declining since then, and especially since 1923, and has been less in 1928 than in any year since 1922. "Car loading statistics make quite plain why there has been a decline in average loading per car within recent years," the *Railway Age* says. "It has been due to a tendency of shipments of heavy-loading commodities actually to decline, or, at least, to increase less in proportion than shipments of light-loading commodities. Grain, coal, forest products, ore and coke may all be classified as heavy-loading commodities. The number of cars loaded with these commodities in the first 42 weeks of 1923 was 15,326,596, while in the corresponding weeks of 1928 it was only 13,693,081. The remaining classes of commodities may be classified as light-loading. The number of cars loaded with them in the first 42 weeks of 1923 was 25,215,452, while in the corresponding part of 1928 it was 28,062,868. In other words, there was an absolute decline in loadings of heavy-loading commodities, and an absolute increase in loadings of light-loading commodities. Other things being equal, the result was bound to be a decline in the average load per car.

"But other things did not have to be equal. The railways have been constantly furnishing the shippers cars of larger capacity. In the long run it is to the shippers' interest that the average load of any given commodity carried per car shall increase. There is nothing that reduces the cost of transportation in so many ways as an increase in the average loading of cars. Have shippers been loading cars heavier? The answer is given in the Car Service Division's bulletin, 'An Open Door to Economy.' Thirty-five of the 69 commodities reported were loaded as heavy or heavier in 1927 as in any year since 1922. This means that the average loading of the remaining 34 commodities was less in 1927 than in some previous year. There were 17 commodities of which the average loading was less than in 1923. The commodities which were loaded lighter in 1927 than in some earlier year included corn, oats, flour and meal, tobacco, fresh fruits other than citrus fruits, potatoes and other fresh vegetables, cattle and calves, fresh meats, other packing-house products, poultry, eggs, butter and cheese, wool, hides and leather, coke, crude petroleum, salt, lumber, bar and sheet iron, structural iron and iron pipe, castings, machinery and boilers, cement, lime and plaster, sewer pipe and drain tile, automobiles and auto trucks, furniture (new), paper, printed matter and books, and textiles.

"The record shows that many classes of shippers have co-operated effectively with the railways in increasing the loading of cars; but it also shows that many have not done so, and that the decline in average loading per car has been partly due to this cause.



THE railroads individually as well as Car Service Division of the American Railway Association on behalf of all railroads are endeavoring through direct contact with shippers and receivers of freight, as well as through the Shippers' Advisory Boards, etc., to bring about heavier loading of freight cars to secure more nearly the maximum load that such cars will handle.

Following are a few extracts from a pamphlet recently distributed by the Car Service Division of the American Railway Association:

"The faithful freight car is the burden bearer of American commerce. Its ownership rests in the railroads, but its service is at everybody's command. Its efficient use, therefore, becomes the concern of all. Nothing affects its efficiency more than the tonnage it can be made to carry. To illustrate: In 1927 (exclusive of LCL) 35,159,453 carloads of traffic were handled in the United States, with an average loading of 35.1 tons per car. Had this average loading been increased by one ton it would have required 945,273 less cars to have moved the same tonnage.

- "Consider the meaning of this to—
- "The Shipper and receiver
 - "In reduced unit cost of handling.
 - "In reduced demurrage expense.
 - "In reduced switching expense.
 - "In reduced industry track facilities.
 - "The Railroad
 - "In reduced terminal cost.
 - "In reduced haulage expense.
 - "In reduced investment in equipment.
 - "In increased revenue per car.
 - "Direct and measurable benefits to both—a common objective calling for cooperative action.
 - "Impressed with the possibilities of eliminating waste some wonderful records have been made by shippers and receivers of freight who have reached a realization of the mutual interest involved. The purpose of this pamphlet is to make an appeal to both railroads

and shippers for an active and persistent effort for further improvement, in the confident belief that the possibilities in that direction are almost unlimited. The vice-president and traffic manager of a large industrial concern, a leader of its trade in the country recently said:

"With us, the matter of improving our shipping unit is constantly receiving attention and while we probably never will reach the ultimate in this phase of transportation, I know from my own experience that, if all of us who use the railways would do what we could, a very fine improvement would be shown."

"Success in the campaign for increased loading depends upon the three parties at interest: the shipper, the receiver and the railroad.

"The shipper:

"Of the three, the shipper probably wields the largest influence. He controls the actual loading of the car. To be sure, he is governed at times by what the buyer orders, but even this obstacle can frequently be overcome to the advantage of both. That he needs to exercise more vigilance is indicated by numerous instances of light loading developed by investigation of the Car Service Division, where the matter is entirely in his own hands, as, for example, in shipments from factory to warehouse, warehouse to point of distribution or in other instances of large movements to one consignee where consolidation could very well be made into fewer cars. Investigations also reveal many cases where minimum shipments are made to consumers who would prefer maximum carloads. The shipper in such case, through lack of information, or foresight, is not taking advantage of the opportunity to sell larger consignments.

"As a lumber shipper puts it: 'The extra thousand feet loaded doesn't have to be sold again.'

"The receiver

"Rapid and reliable railroad transportation has made possible the reduction of inventories and the savings from this new policy have been substantial. When, however, this policy is carried to the point of creating a great waste in transportation its justification ceases. Investigations have shown that, without materially increasing inventories, receivers have it within their control to very greatly increase the tonnage delivered on their orders. Specifying full carloads on commodities received daily or at frequent intervals has been found practicable and resulted in marked improvement. Substantial savings in demurrage, switching and unloading costs, as well as relief from cramped and congested terminals, have resulted from consolidating shipments into fewer cars.

"Railroad transportation in the United States today is rapid, reliable and satisfactory. It has been made that way by a fine cooperation between shipper and carrier. Further efficiencies are within reach. A common effort will enable us to realize them and thus approach the goal of

"The best possible service at the lowest possible cost."

The pamphlet also quoted the average tons loaded per car on all Class 1 railroads in the United States, in the year 1927 as well as the year showing the best record in any year. I am showing below our record in the year 1927 as compared to all Class 1 railroads, the best record on our line as well as that on all Class 1 railroads and the year in which the best record was established:

Every employe can be helpful in this campaign by talking maximum loading (loading cars to load limit stenciled on car) instead of loading to the nominal marked capacity or less and the result will be beneficial not only to the railroad but shippers and receivers of freight as well.

AVERAGE TONS PER CAR LOADED C. M. ST. P. & P. AND ALL CLASS 1 RAILROADS

	1927		Best record		Year best record established	
	C. M. St. P. & P.	All Class 1 R. R.	C. M. St. P. & P.	All Class 1 R. R.	C. M. St. P. & P.	All Class 1 R. R.
Products of Agriculture						
Wheat	43.9	42.3	43.9	42.3	1927	1927
Corn	38.8	37.5	39.4	37.9	1925	1923
Oats	33.5	29.9	36.2	32.0	1925	1925
Other Grain	40.2	35.2	40.2	35.2	1927	1927
Flour and Meal	25.6	24.4	26.4	25.0	1923	1923
Other Mill Products	22.9	21.4	23.7	21.9	1924	1923
Hay, Straw and Alfalfa	13.6	12.7	14.0	12.7	1925	1927
Tobacco	15.6	10.4	16.0	10.8	1926	1926
Cotton	9.3	11.5	10.6	11.5	1927	1927
Cotton Seed and Products (except oil)	20.0	23.7	20.2	23.7	1926	1927
Citrus Fruit	17.0	16.1	17.0	16.1	1927	1927
Other Fresh Fruits	16.7	13.2	17.2	13.5	1926	1926
Potatoes	18.0	17.4	18.8	17.9	1926	1924
Other Fresh Vegetables	14.2	12.3	16.0	12.8	1924	1923
Dried Fruits and Vegetables	23.0	24.7	25.5	24.7	1926	1927
Other Products—Agricultural	32.7	31.2	32.8	31.2	1925	1927
Total	32.5	24.0	32.5	24.0	1927	1924
Animals and Products						
Horses and Mules	11.7	11.6	11.7	11.6	1927	1927
Cattle and Calves	11.5	11.5	11.5	11.6	1927	1926
Sheep and Goats	9.0	9.0	9.1	9.9	1924	1927
Hogs	9.0	9.7	9.1	9.7	1925	1927

Fresh Meats	13.0	12.5	13.0	12.8	1927	1923
Other Packing House Products	17.6	15.5	18.8	16.3	1924	1923
Poultry	11.5	11.0	12.3	11.1	1926	1925
Eggs	11.9	11.2	11.9	11.3	1927	1923
Butter and Cheese	13.0	12.5	13.4	12.7	1925	1925
Wool	15.2	12.0	16.1	12.8	1925	1926
Hides and Leather	24.3	20.4	24.5	20.5	1925	1926
Other Animal Products	21.5	22.6	23.8	22.6	1925	1927
Total	11.4	11.9	11.4	11.9	1927	1927
Products of Mines						
Anthracite Coal	35.5	50.6	39.0	50.6	1923	1927
Bituminous Coal	44.3	33.1	46.1	53.1	1923	1927
Coke	30.1	34.7	31.1	34.8	1926	1923
Iron Ore	52.3	54.9	52.3	54.9	1927	1927
Other Ore and Concentrates	47.6	52.8	48.7	52.8	1925	1927
Base Bullion and Matte	39.7	50.4	40.0	50.4	1926	1927
Clay, Gravel, Sand and Stone	52.0	51.7	52.0	51.7	1927	1927
Crude Petroleum	32.3	34.9	33.6	35.9	1924	1923
Asphaltum	42.1	36.3	42.1	36.3	1927	1927
Salt	26.7	28.6	27.1	29.0	1926	1926
Other Products of Mines	27.6	43.3	30.0	43.5	1926	1925
Total	47.2	51.3	47.2	51.3	1927	1927
Products of Forests						
Logs, Posts, Poles and Cord Wood	33.6	30.8	37.6	30.8	1924	1927
Pulpwood	34.1	31.0	36.3	31.0	1924	1927
Ties	31.2	30.5	31.2	30.5	1927	1927
Lumber, Timber, Shooks, etc	29.0	26.4	29.0	26.8	1926	1923
Other Products of Forests	23.4	19.0	25.2	20.9	1924	1923
Total	34.3	28.3	35.3	28.4	1924	1923
Manufacturers and Miscellaneous						
Refined Petroleum and Products	21.2	24.8	28.9	24.8	1924	1927
Vegetable Oils	26.4	29.1	26.4	29.1	1927	1927
Sugar, Syrup, Glucose, etc	25.8	28.8	26.9	28.8	1924	1927
Boats and Vessel Supplies	29.9	13.4	29.9	19.3	1927	1923
Iron, Pig and Bloom	47.8	51.7	49.7	51.7	1925	1927
Rails and Fastenings	33.3	41.9	35.9	41.9	1923	1927
Bar and Sheet Iron, Structural Iron and Iron Pipe	28.4	32.2	31.5	32.8	1923	1923
Other Metals, Pig, Bar and Sheet	28.4	33.6	29.4	37.6	1923	1926
Castings, Machinery, Boilers	18.9	19.5	19.7	20.3	1923	1923
Cement	37.4	37.7	38.5	38.2	1924	1924
Brick and Artificial Stone	33.8	36.4	35.3	36.5	1926	1926
Lime and Plaster	23.3	24.8	24.3	26.3	1925	1923
Sewer Pipe and Drain Tile	21.1	17.7	21.1	18.5	1927	1923
Agricultural Implements and Vehicles, excluding Autos	13.6	16.8	14.2	16.8	1925	1927
Autos and Auto Trucks	6.5	8.3	7.7	8.4	1924	1925
Household Goods and Second Hand Furniture	11.7	9.9	11.7	9.9	1927	1927
Furniture (New)	9.6	8.6	10.1	8.9	1923	1924
Beverages	20.1	19.5	20.1	19.5	1927	1927
Ice	36.2	26.4	36.2	26.4	1927	1927
Fertilizers (All Kinds)	25.3	25.5	25.3	25.5	1927	1927
Paper, Printed Matter and Books	24.7	24.0	26.0	24.2	1923	1925
Chemicals and Explosives	24.8	30.7	27.8	30.7	1925	1927
Textiles	18.2	11.4	20.1	11.4	1926	1925
Canned Goods (All)	22.5	23.0	23.5	23.0	1925	1927
Other Manufacturers and Miscellaneous	4.4	23.9	21.6	23.9	1925	1927
Total	22.6	26.3	23.6	26.3	1924	1927
Grand Total	30.7	35.1	30.7	35.1	1927	1927

In Memoriam

(Continued from page 10)

of deep affection, of vivid mirth, teaching us the love of mankind, and of nature, faith in God and our fellows; and, above all, she tried to teach us tolerance. Hers the first laugh always, the first smile, the first to see the sure-to-be-found silver lining in every cloud, and through many trials, much suffering and great adversity, she never failed us; she had a good word for every one and always a smile for the little child.

In looking over some of her keepsakes I found a small book given her years ago. "Paying Mother," written by Margaret Hill McCarter of Kansas, and in it she had heavily underscored a verse by Strickland Gilliland:

"Mother's just an older little playmate,
who'll befriend me,
Yesterday she traveled in the path
that's mine today,
Never need I fear a foe from which
she might defend me,
Faithful little pal who ran ahead and
learned the way."

One wonders what were her thoughts on the day she marked the little verse for us to read: "Times like this" . . . Faithful little pal who ran ahead to learn the way.

"The brightness of her lingers—
In sweet remembered smiles and words
once said—

She touches us with fragrant vanished fingers,

She is not here—but, oh, she is not dead."

She would be the last one to wish us to be sad, remembering her. She who always laughed and sang in her lovely high sweet voice all through our lives, would wish us only happiness in the way we have yet to go, and in being happy so make others too. And we grow more and more day after day to know that "she leans tenderly toward us from the Hereafter, gently bound by her love of us, to earth."

When we were children and returned home from school, we would come running into the house calling, "Mother—where are you?" . . . and were always satisfied if she answered—"Here, my dears. . . ." May we so live now, that on that last long journey, when we call—"Mother, where are you?"—we can hear her answer, as of old, "Here, my dears."

And when spring comes once more, that springtime that she loved so much, we will go over to that gently sloping hillside in Fergus County and take her some flowers from the ranch garden she planted and tended so lovingly. We will remember her beautiful tulips and take lilies and old-fashioned sweet-William and phlox, some pansies and a rose to twine its soft green fingers around her

name and drop its petals over her, and flags and the deep red pinks she always planted, and Rosemary—but we shall not need that—Rosemary which is for remembrance.



Len Hogan, Woodmill Man, Tacoma, with Two Salmon He Caught in Puget Sound

CLAIM PREVENTION

THIS IS THE ONLY WAY TO PREVENT CLAIMS WITH CARE

Deraillments and Delays

DERAILMENTS and delays cause 15 per cent of claims on the railroad.

A superintendent may have a reasonably good transportation cost for the entire month, and one derailment will put him in a situation that will make it necessary for him to answer a lot of letters on the reason for increase in his transportation cost, as the claim expense is chargeable to transportation. He may also be saving a lot of yard engines on his daily cost, but his claim charges due to delayed cars may be more than offsetting the engine saving.

There are other features that enter into the situation from this angle. A derailment or delay makes a dissatisfied shipper, as he dislikes to be bothered with claim matters; therefore a railroad that habitually delays cars and damages shipments through deraillments is penalized by losing business. The only way to minimize claim presentation, due to delay, is to move cars and have an accurate record of car handling and placement. There is no easier way for a shipper to make a claim and escape the consequences of some of his bad business judgment than to figure out and lay the responsibility of some slight delay at the door of the railroad company, providing the market on his particular commodity is off. The only way to combat this is to have a definite schedule, move cars absolutely on that schedule, and switch them to the plants without delay; and last, but not least, maintain good records of placement and handling. If this is done, in the event a claim is presented and if we can show a clear record, our chances for escape are good.

Deraillments cause delay and general disorganization, which makes claims.

The Roadmasters should get a claim slant on the situation, and with this idea they will be more anxious to avoid deraillments by more fully realizing their consequences. If the derailment does occur, then the division should be so organized that a claim man and the Police Department get first notice of the derailment to protect the freight. Next, proper cars and other equipment should be ordered to properly handle the freight, and it should be promptly transferred. While this is being lined up the movement or detour of trains on schedule should be handled, as the shipper cares nothing about an excuse of a derailment, and if he doesn't get his freight a claim is probable. Proper tarps or other temporary protection should be promptly arranged for if necessary.

There have been in the past many instances—and I probably have been as guilty as anyone—of centering all attention on the derailment, and failing to keep other business moving. This is wrong. Business that can move should be kept going either by detour or temporary tracks.

I do not believe that the rank and file yet fully appreciate the consequences of

delays and deraillments from a claim standpoint, and I for one am endeavoring to impress the idea upon their minds through the medium of constant agitation.

N. A. RYAN,
Superintendent, Milwaukee Terminals,
C. & M. Division.

Personal Interest

THE following letter addressed to Car Foreman Grothe at Green Bay Shops by Superintendent Valentine is indicative that the gentleman in question and his force are on their toes in doing everything possible to prevent freight claim payments:

"On Wednesday, October 17, the G. B. & W. delivered us on their connection, about 12:15 P. M., seven cars of stock for the U. S. Yards, including St. Paul 90043, which was marked bad order because of a cut journal, and required a change of wheels.

"Because of the quick action on the part of your forces we were able to get this car placed on the rip track, repaired and forwarded on regular train No. 70, which permitted this train to arrive at Milwaukee on time, the operation in making the change of wheels being done in just eighteen minutes.

"We would like to direct your attention to the fact that had this car followed its usual course of being repaired it would have gone forward on No. 74 and reached Chicago too late to make the early market and no doubt the claim for the stock would have amounted to hundreds of dollars.

"The manner in which this was handled by yourself and your forces indicates you have a first-class organization, because we feel that the car was repaired in record time."

Carload Damage

RECORDS indicate that during the first nine months of the current year this Company had paid out approximately \$500,000.00 in the way of claims covering damage found in carload shipments. This represents practically three-quarters of our total claim payments for the same period, and emphasizes the need for more concentrated efforts looking toward the discovery of and remedy for the cause or causes thereof.

The following report received from Traveling Inspector Mason is a very fine illustration of just what can be accomplished along these lines, and we would like to ask that each and every employe who passes a carload of freight either in the process of loading or unloading, take it upon himself to look in the car and notice whether or not same has been loaded properly:

"1. On a visit to the plant of a manufacturer of enamelware, inspected some cars being loaded, and noted some metal cleats in car floor in one of the

cars. On questioning workmen, was advised they had received instructions that it was not necessary to remove the cleats. However, in taking up with Shipping Department head, found that instructions had been issued some weeks previous about one particular car, and the workmen had interpreted it to cover all cars, so that many cars had been loaded out which had not been properly prepared, before this discovery was made.

"2. Making inspection of carload mixed sash, doors and building finish—found that the 4-inch by 4-inch pieces used for bracing had been placed so that the weight of the load was with the grain of the wood instead of against the grain, consequently there was practically no resistance in the bracing as used.

"3. While watching the loading of metal frames at the plant of one of our largest shippers, in talking with workmen found that one of the two men who did the blocking and tying of commodity in the cars, at times failed to fully secure the piles, which condition must have had some bearing on reports of damage in these cars by shifting of load, and which would have been prevented had shipper's instructions to their employes been carried out.

"4. A motor company having rather consistent breakage in carloads of rough castings (crank casings); inspection of two carloads of these castings showed that the loose pieces of boards placed on top of first and second tiers, the castings being piled three high, there was nothing to keep these strips in place, so that they moved with the jiggling movement of the castings when cars were in motion, and in many instances this resulted in castings coming in contact with each other, so that when cars received slight shock there was breakage to some castings. The cleating of the strips, to keep them in place between the castings, will prevent the breakage.

"5. Reports from a motor company indicated losses of over four hundred dollars in a period of several months, from the breakage of caps on distributors of generators when received in carload lots from manufacturer. Investigation showed that no breakage occurred on outbound shipments. Fastenings on these caps stood side by side in cars in the inbound shipments, while on the outbound shipments these fastenings stood end to end in the cars, indicating clearly that fastenings functioned better when in the end-to-end position in the cars.

"6. Inspected several carloads of canned goods. Found that boards used for door protection were not placed so as to be flush with sides of cars, consequently in shifting of load some fibre boxes and contents were crushed. Also found in some cars that when top tier was only partially filled, proper

blocking was not used to protect the cases, should load shift or receive shock en route. This blocking is obtained by placing strips under the cases next below, raising them sufficiently to give block for the top tier. Both of these requirements have been covered many times in circulars issued.

"7. A visit to the plant of manufacturer of kitchen ranges developed that while crates were of the same size for each class of stove, the stoves were not always placed squarely in the crates, so that a corner or brace sometimes projected beyond the outside edge of the crate, and when coming in contact with other heavy objects, damage occasionally resulted. In showing shipper examples of these conditions existing in crates found on warehouse floor, ready for shipment, he was readily convinced, and agreed to give the matter careful attention and take up with shipping department for better future handling."

Errors of Employes

THE following instances of errors on the part of employes resulted in freight claim payments, and are quoted with the thought that they will serve as a lesson and guidance to employes generally:

Error in Checking

Blank, Wis., to Milwaukee, Wis., June 20, 1928, waybill 38 covers a shipment of empty drums consigned to the Wadhams Oil Co. Due to failure of our agent at point of origin to properly check this shipment, it arrived at destination, checking drums badly dented, and as a result we assumed claim in the amount of \$5.25. The importance of thoroughly checking shipments of returned containers cannot be over-stressed.

Failure to Comply with Waybill Instructions

Anaconda, Mont., to Appleton, Wis., waybill 659 of May 14, 1928, covers St. P. 81654, a carload of phosphate which was billed to stop and partly unload at Blank, Wis. However, through error on the part of employes the car was not stopped but was permitted to go through to final destination. This necessitated back haul to original stop-off point, but consignee refused shipment on account of the delay, and shipment was finally disposed of by the Freight Claim Department at a loss of \$10.13.

Failure to Handle Car of Feeding Corn With Shipment of Live Stock

St. P. 712456, carload of feed corn intended to accompany a carload of hogs moving on Blank, S. D., to the West Coast waybill was not picked up by the same train that handled the hogs, result being that shipper had to purchase corn at Lemmon, S. D., at an additional cost of 14c per bushel, this resulting in a total claim of \$52.00.

Error in Expensing

Granite Falls, Minn., to Blank, Ill., waybill 62 of September 12 covers a shipment of seven items of groceries which had been refused and were being returned to original shipper. However, force at destination made an error in expensing, result being a claim for one item.

Error in Billing

Blank, Minn. to Blank, Minn., waybill 2998 of September 14 covers a shipment of packing house goods, which among other items contained two bundles of fresh meat. These two items, however, were omitted from the waybill, resulting in their being carried by proper destination, checking over at another point and sold at a loss of \$7.88.

Error in Billing

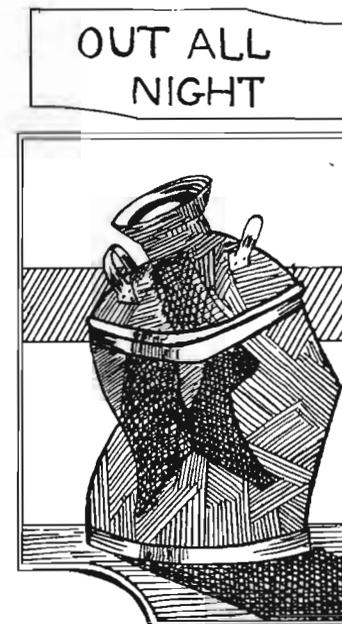
Blank, Minn., to Blank, Minn., waybill 486 of May 22 covers a shipment of packing house products. The shippers when issuing bill of lading omitted one item, and agent in waybilling the shipment omitted another item, result being that these two items were carried by proper destination, checking over at another point and being sold at a loss of \$7.71, which was adjusted on a 50-50 basis with the shipper, making our net loss \$3.86.

Error in Delivery

Algonquin, Ill., C. & N. W. R. R. waybill 4671 of June 27, 1927, covers C. & N. W. 65187, gravel consigned to the American Sand & Gravel Co., Blank, Ill. This car in error was delivered to another material concern, unloaded by them, result being claim in the amount of \$24.38. We were only able to collect \$15.44 from the concern that actually unloaded the shipment, making our net loss \$8.94.

Error in Billing

Our Blank, Wis., March 7, 1928, waybill blank covers a shipment destined Cleveland, Ohio. In billing this shipment our people failed to include street address which was shown on the original bill of lading, result being that shipment had to be placed in public storage, and connecting line has charged us with \$1.30 representing the storage charges.



Personal Interest

THE following letter addressed to Mr. J. W. Blossingham, Trainmaster at Savannah, by Switchman Jack Beasley at Savannah Yard, indicates that the latter has

his eyes open and is doing everything possible to help the railroad reduce claim payments on live stock shipments:

"While working on the 11:45 switch engine recently the undersigned found a condition that should and very easily could be remedied, thereby preventing a claim of some size. While the claim will not be made in the case mentioned, it quite likely would in another instance. A bull, tied as required, was found down in the car, strangled to the point of insensibility, due to being tied in the extreme corner of the car in such a manner that the rope could not slip on the car slat. A cow had wedged in behind the bull, became entangled in the rope and they were both in pretty bad shape. I cut the rope and retied it in such a manner that the bull could move freely but still do no damage to the other cattle in the car. It would have been only a matter of minutes till the bull died of strangulation. Believe that if instructions were issued to tie a loose knot of rope around the slat, there would be no danger of an occurrence of this sort.

"JACK BEASLEY,
Switchman."

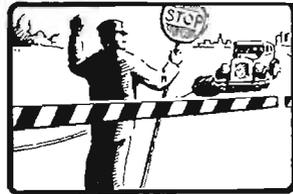
A Good Record by a Yard Foreman

SAFETY FIRST records of individual efforts are good things to learn—they help to put the punch into other efforts. Here is one from Yard Foreman J. A. Woonas, Mason City, Iowa. He says: "I have handled 39,650 feet of rail in the Mason City Yard during the year of 1928, unloaded it by hand from coal racks; piled it by hand; distributed it—laid it; picked it up again; piled it, and then loaded some of the scrap.

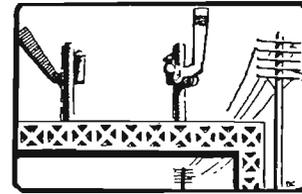
"Also twenty-six turnouts complete, besides all disconnecting and cutting. Also handled 1,400 feet of rail on storage tracks by hand, and 24,000 feet of rail for the relaying gang—a total of 77,650 feet; and during this period I have not had one personal injury. Of course this does not mean that such a condition will go on forever, but it does show that with precaution such as has been taken in the above work, good results can be obtained."



Roundhouse Foreman A. Casey, Mason City, Iowa



BUREAU OF SAFETY



COLDS

National Safety News

COMMON colds are the cause of more lost time, economic waste, and inefficiency than any other industrial illness. The Edison Electric Illuminating Company of Boston found that their 2,200 employees had 5,328 cases of colds, causing 34 per cent of all absenteeism and the loss of 16,983 working days (during 1918-22 inclusive). This is equivalent to fifty-six years!

What Is a Cold?

What is a cold? It is a contagious infection of the nose or throat (or both) and usually follows a preliminary congestion of these parts.

What factors are liable to produce colds?

1. Poor ventilation (insufficient air exchange).
2. Over-eating (insufficient elimination of body waste).
3. Over-heating (causing congestion of nose and throat).
4. Fatigue (undue loss of sleep and rest).
5. Spreading of germs by coughing and sneezing.

A Few Precautions

What will you do if you are unfortunate in contracting a cold?

1. Eat less.
2. Sleep more.
3. Work less strenuously.
4. Get more fresh air.
5. Drink more water.
6. Eliminate more freely.
7. Avoid crowds.

From a Railroad Crossing Man

TO the Journal: In your Sunday Journal, September 30, 1928, I read an article by Brownie, saying that the grade crossings should be better safeguarded. I am a gateman, or in other words a railroad crossing watchman, for the Chicago, Milwaukee, St. Paul & Pacific Railroad Co., and have been here from June, 1908, to June, 1912, and again from November 1, 1926, up to this date, and in that time have seen thousands of vehicles go over this crossing. There is a regular set of railroad gates on this crossing. It is not a flag or stop-sign crossing.

Saturday morning at 7:10 a man came along in a Ford coupe. The gates were down when he was over a hundred yards from the crossing. Yet he drove right through the gates in front of the oncoming train, and broke half of them off. Besides that, the warning bell was ringing.

I suppose, according to Brownie, our railroad company should have a concrete wall built over the road ten feet high. Even then some of the motorists would try to jump over it.

Just send Brownie or any other of your bright reporters out here for one day and let him watch the performance of some of these motorists. I will furnish him a chair and a cushion so he can see for himself how they drive through

here. When they see a train approaching they throw caution to one side and want to beat the train over the crossing.

The railroad companies or the street car companies are not to blame, I say.

Last Saturday there were four ladies in a car. The one who was doing the driving was eating an orange and driving with one hand and the car was zig-zagging over the crossing. I suppose the railroad company or the watchman would have been to blame if there had been an accident.

If anyone wishes to answer this or take it up, I am right here on the crossing every day.

ROBERT WILSON,
Railroad Watchman,
National Home, Wis.

The above article appeared recently in the Milwaukee Journal.

We wish to make special mention of the remarkable record made by the employees in the Mechanical Department on the Madison Division.

With a force of 180 men they have gone through the months of August and September, 1928, without an accident.

The Safety Department of this railroad wish to congratulate Division Master Kenney and the employees for the sincere co-operation and the wonderful success they have made.

A. W. SMALLEN,
General Supervisor,
Safety and Fire Prevention.

Paper written by Mr. J. L. Casey, switchman, and read at the Dubuque Safety First Meeting, October 2, 1928.

I BELIEVE that the Safety First movement originated with the railroads of this country. If the railroads were not the originators of the Safety First movement they are now its strongest advocates.

There is no question but that the Safety First movement is of the greatest importance in the lives of the people. It does not make any difference whether you are employed on the railroad, in the factory, in the office, or whether you are a member of the so-called army of the unemployed. Your safety is of the utmost importance to you personally.

Each individual must co-operate to the utmost of his ability to make conditions more safe. However, one man working alone cannot make conditions safe. Only by the united efforts of each and every one of us can working conditions be made humanly safe. Accidents are generally the result of the failure of some man to take the proper safety precaution.

The Safety First meetings are the outcome of the need of educating the men to the needs of safety, and to the necessity of co-operation between the employer and his employees. A few years ago when the Safety First movement was in its infancy, it was a common thing to hear men say—"Safety, hell; the company wants to save a few dollars." Fortunately that condition has passed. The men have found the company willing to correct and remedy unsafe practices and conditions, when these practices and conditions have been called to the attention of the proper officials. The men do not do the things now that a few years ago were regarded as a regular part of their work. Neither are the men as careless with the Company's property as they were a few years ago.

While a great deal of good has been accomplished by the Safety First movement, I do not think this good could have been accomplished except by holding regular Safety First meetings. Those meetings have brought about a better understanding between the men and the officials, and the meetings have been the means of correcting many unsafe conditions. The unfortunate part of these meetings is the fact that not all employees can attend. Perhaps there is some way this can be remedied, and the meetings held at a time which will permit more train and enginemen to be present.

Year by year there has been a steady decrease in the number of employees who have been killed and injured. There is still room for a great deal of improvement. The only way we can better conditions is for each and every one of us to live Safety First and to preach Safety First. Whenever we see an unsafe condition report it to the proper authority for correction. Whenever we see a fellow-workman following an unsafe practice or doing an unsafe act, call his attention to the dangers of his act.

No doubt many of you have been more or less politely told to mind your own business when you have "called" some fellow for doing something he should not have done. But did you notice that the practice was usually not repeated? He resented your telling him, but the danger he was running became apparent to him, and if you talked with him later, he would probably admit that you were right.

Safety First will and can be had only when every man individually and co-operatively does his utmost to prevent accidents.



Conductor Dan Smith (right) of the Viroqua Branch
"The Largest Leaf Tobacco Dealer in Wisconsin and the Largest Conductor"

Christmas at the Ranch

By Adolph Knudson

OUTDOORS the snow was falling, fast giving all it came in contact with a white mantle that, where the headlights of passing trains and the street lamps touched it, sparkled like diamonds. As fitting a scene for the Christmas season as one could find anywhere. It gave assurance that Old Santa, as is his wont, would make his visits to the good little children of the land with his reindeer and sleigh; for, it was Christmas Eve.

As in every household where there are children, the Browns—especially the younger generation—had been looking forward to this "Yuletide" with great expectations, for this year they had been invited to spend Christmas with Aunt Mary and Uncle John, on their ranch out in Montana. It did seem to Anna and Richard and James Brown that the day for their departure from Minneapolis would never come. Furthermore, "Daddy" and Mother Brown were almost as impatient to be off as the children. Therefore, it was with a sigh of relief and satisfaction that they settled into the cushions of the taxi that was speeding them along toward the Milwaukee station.

Arriving at the station, they found they had just twenty minutes to await the arrival of their train—the Milwaukee's crack coast train—the westbound Columbian. Mr. Brown made use of that interval to reassure himself for the hundredth time, that he really had all of their tickets and sleeper reservations in his inside coat pocket.

At last the "All-a-board, M-i-l-w-a-u-k-e-e T-r-a-i-n N-u-m-b-e-r 17 for Montevideo, Aberdeen, Moberg, Miles City, Harlowton, Lewistown, Great Falls, Butte, Spokane, Seattle and all points West, All-a-board," of the train caller sounded through the station and the Browns, with the hundred or more folks waiting therein, made their way through the train sheds to the waiting train.

Before they could get settled in their berths, the train was moving out through the yards; soon, by the faster "click, click, click" of the car wheels, they knew they had left 29th Street behind them. The clicking of the wheels, while seeming to say "Good-bye, city, we are going to have a 'Merry Xmas' out in the wilds," soothed them into a sound sleep. Fact is, they slept so well that they awoke the next morning just in time to dress and wash hurriedly for the third call for breakfast in the diner. They were well past Aberdeen by then.

It was interesting to view, from the train windows, the fertile farms and prosperous-looking towns of northern South Dakota. Arriving shortly at Moberg, they made the first change of locomotives since leaving Minneapolis, and set their watches back one hour to Mountain Standard Time. Again moving westward, drawn this time by the locomotive that would pull them into Harlowton, they crossed the Missouri River and passed through the Standing Rock Indian Reservation. The Reservation was of interest to the children. Never before had they seen so many Indians at one time. Another point of interest, the North Dakota Bad Lands, were passed just before reaching Marmarth.

Directly west of Marmarth, they crossed the state line into Montana. There the ranches were larger, but none

the less prosperous. On every hand one could see straw stacks, bespeaking an ample grain harvest. So the afternoon passed as the train sped along its shiny steel trail, and it was dark when it paused at Miles City.

The Browns retired early that night, for they were to change cars at 2 A. M. It hardly seemed as if the blessing of slumber had touched them when the porter, awakening them said, "Harlowton in twenty minutes, where you change cars."

The two and a half hour wait at Harlowton, excepting for the first ten minutes, which they spent giving the "Giant" electric locomotive a once-over from the outside, before it started westward across the mountains with Number 17, was uneventful. Soon the Great Falls train was open and they got aboard. The steam heat of the spick-and-span coach felt comfortable and they were dozy again; but not for long, the laboring of the engine as it climbed Oka Hill drove sleep from them.

Daylight found them traversing the southern portion of the famous Judith Basin—known almost everywhere as the Red River Valley of Montana, or the "Breadbasket of the World"—and they wondered where all those straw piles came from. It seemed impossible that their contents could all come from Mother Earth, especially in this supposedly wild cow country. Hereabouts, it seemed, every station consisted mostly of grain elevators.

Lewistown, the Basin's metropolis, was reached at seven, and as the train did not have a diner, they ate a hasty breakfast at the depot restaurant. Fifteen minutes later they were again rolling along, headed west again, through the scenes of a great wheat-raising country, the stubble being hidden by a smooth carpet of snow, were more pronounced than ever. Even as they were passing through the rough and rugged Highwood Mountains, the elevators were much in evidence.

It was a relief, and yet not a relief, for their journey had been made pleasant by the "Milwaukee" courtesy of the trainmen they came in contact with, when the brakeman called out, "H-i-g-h-w-o-o-d, this way out," for that was their destination.

They were met at the station by Uncle John, who loaded their baggage in his sleigh, and they clambered in, seating themselves as they could on the farm wagon seats with which the sleigh was equipped. That ride was unique and enjoyable. They drove down the village street and out upon the country road with a loud jingling of sleigh-bells. The five miles to the ranch out on Highwood bench, was covered in short order, and as they came to a stop in front of the ranch house, Aunt Mary opened the kitchen door.

From that open door came, on the keen, bracing mountain air, a message of the meal that would be served in a few minutes, while the goodies being prepared for the morrow reached their nostrils. Aunt Mary knew the culinary art as only a conscientious housewife does, and she was famous for her good cooking throughout the county.

Uncle and Aunt Mary had wisely left the getting of the Christmas tree for the afternoon. They knew it would be a treat for the city folks to go along out to the forest on the mountain side, and

help select it. The Browns had been in the habit of motoring to the corner of Lake Street and Hennipin Avenue and purchasing one of the many on sale there. Uncle John again hitched the grays to the sleigh and they all, excepting Aunt Mary and Mrs. Brown, who stayed home, as women will do, to complete the baking and talk over old times, drove some four miles into the mountains where trees were plentiful, selected one and Mr. Brown and Uncle John cut it down, loaded it into the sleigh, and then back to the ranch house again, they cheerily came.

Decorating the tree was great sport! Instead of electric lights, there were small candles to be secured in their holders and placed on the tree. The afternoon was almost too short for the task and seemingly in no time at all, dusk was falling and the lamps must be lit and the chores done. Needless to say, tending the poultry and stock was of interest to the children from the city.

Supper over with and the dishes washed and put away, the younger generation was sent off to bed. Lying quietly watching for "Old Santa" to come, after a half hour or so, they dropped off to sleep; to dream of that grand old man's visit and heavily-laden pack.

The dawn of Christmas Day found the youngsters up and about, seeking the treasures left for them in their stockings and on the tree. Though they wished it, there was no more sleep for the older members of the household. So everyone was astir early and when breakfast was over with, the business of the morning was to make ready the "Monarch" of the day, King Turkey, and start him to roasting in the oven.

The small duties about the ranch done, the men took turnabout looking over the nearby fields, where Mr. Brown found, much to his surprise, that not only was Uncle John a stockman, but that he had about 500 acres of wheat each year, that would average from 30 to 70 bushels per acre, and that Aunt Mary, after shipping 200 birds to eastern markets, had 50 turkeys left on the ranch.

The children, in order to try out their new skates and perhaps work up an appetite for dinner also, went skating on a creek near by. Thus the forenoon passed.

It was a happy, hungry bunch that was seated at that repast. It was a repast that will long be remembered by those present. One wondered how one table could hold so many good things to eat at one time. Every bite tasted just like one more. The mammoth turkey, in its place of honor in front of Uncle John, was bronzed to a golden hue; the pumpkin pie, oysters, mashed "spuds," plum pudding and things that go to make up a meal like that, were the best ever.

That day, as good things must, and ten others passed and then the Browns were back in their Minneapolis home. But long to be remembered was their Far Western Christmas, with all the good things they found to enjoy on Uncle John's Montana ranch.

Worry

A worried man isn't a safe man—when you're worried about anything keep away from the machinery—be careful or you'll forget and get badly hurt.

The Milwaukee R. R. Women's Club

Green Bay Chapter

Mrs. Wm. E. Bartlett, Historian

THE regular meeting of the Green Bay Chapter was held in the clubrooms, October 4. Meeting was called promptly at 8:00 p. m. by Mrs. John F. Dunn, President, presiding. Fine reports were read by all committee chairmen.

Miss Julia Johnson gave a splendid report on the card party held in the club rooms September 14, and a nice sum was turned in to the treasury. Our club rooms were crowded with friends and members of the club and everybody reported having a good time. A vote of thanks was given to this committee for their efforts.

Mrs. Gilbert Lier was chairman of the regular social afternoon held September 19. The social afternoons are certainly a big success and do a great deal toward helping members get acquainted and meet socially. These social afternoons are held once a month.

Mrs. E. A. Rupert, one of our members at Menominee, who underwent a serious operation, is convalescing.

Our November meeting was held on the 1st in the club rooms, with a large number of members present. President Mrs. John F. Dunn gave a splendid report on the meeting held in Chicago, October 19 and 20. Green Bay Chapter showed a fine increase in membership, which shows that we are still climbing the ladder and will not stop until we are 100 per cent. Many employes on the Superior Division are becoming contributing members and helping us along with our welfare work. At the close of our meeting Miss Ruth Jones favored us with a piano number and Mrs. S. P. Randall sang several vocal solos. Our social afternoon, October 17, was a great success; about seventy members gathered at the club rooms and enjoyed cards. Refreshments were served. On October 29, Superintendent Valentine held a fine safety first meeting in the Y. M. C. A. and many of our club members attended. We were more than interested in the many safety first problems and the quick dispatch in which they are handled. President Mrs. Dunn gave a short talk on the origin of the Women's Club. We are planning a general get-together of active members November 21, and will have a bridge tea in the club rooms. Many of our members from Marinette, Menominee and Elkhart Lake are expected. We are sorry to report the recent illness of Mrs. Sam Grant at Menominee, but are happy that she is recovering.

St. Maries Chapter

Mrs. Claude Hallead, Historian

MEETING held on October 15, at the new club rooms, with Mmes. Manly and Schlessner as hostesses.

Twenty-five members were present, and one guest.

Mrs. Manly, as chairman of the good cheer committee, reports fifteen calls were made and ten bouquets of flowers were sent, as well as a spray of flowers sent to a home for a funeral. We also furnished cars for this funeral.

Membership committee reports 138 members. We are anxious for the next meeting to be held as our delegate to the Chicago Get-Together Luncheon promised us a complete report of that meeting.

After the business meeting we played cards, with Mrs. Donavon winning high honors in bridge, and Mrs. Shewneck winning in pinochle.

After a delicious lunch was served by the hostesses, we adjourned and will meet again

November 19, at the club rooms with Mmes. Simms and Shewneck as hostesses.

Ottumwa Chapter

Mrs. J. V. Tuoney, Historian

AT our regular meeting held at the clubroom on November 9, a discussion was held as to the best manner to conduct an election, and after considerable comment it was decided to adhere to the old method of having a nominating board. Mrs. W. Wilson was named as chairman and a meeting will be held at her home later in the month.

At our social meeting on October 26, a pleasant afternoon was enjoyed, cards furnishing the entertainment with prizes for both five hundred and bridge. Refreshments brought the afternoon to a close.

Our Ways and Means chairman, Mrs. Thos. Kemp, is busy gathering rummage for a sale to be held November 10. An apron sale is to be held in connection.

We are glad to note here that to our membership have been added twenty-six new names, which is quite encouraging.

The card party held on November 7 was well attended and a net sum of \$31.00 added to our fund. Lovely refreshments were served by the chairman, Mrs. M. P. Hannon and her committee, and ten prizes were awarded—three for five hundred and seven for bridge.

At this meeting it was planned to hold a meeting for all members and their families. Mrs. Herbert Cogswell, Mrs. M. Reynolds, and Mrs. J. Morlock were named as committee on arrangements. We are hoping for a fine crowd. The Welfare Committee reported 355 calls made during the month on account of sickness and death.

Kansas City Chapter

Flossie Lipp, Historian

THE October meeting of the Kansas City Chapter was held October 3. The attendance to this meeting was not as large as we expected, but everyone apparently had a very enjoyable time. After the transaction of business, a social hour was had with four or five card tables in play. Mrs. J. H. Lord won first prize.

On October 31 the annual mask ball was held and proved to be a very successful event, both financially and socially. The hall was very appropriately decorated and a large number of characters were represented. Miss Maxine Jones, daughter of Engineer E. B. Jones, and her partner won the prize for being the best dressed couple. Mr. and Mrs. Bammer won the prize for being the most ridiculously dressed. We never know just what to expect from this couple at a mask ball, as they are always considered a "scream" and never fail to bring forth an outburst of laughter from the entire hall. On this occasion Mr. Bammer was dressed as a pickaninny and Mrs. Bammer as a negro mammy. Refreshments of doughnuts and cider were served. After all bills were taken care of, a net profit of \$49.46 was realized.

Our November meeting was held November 7. Reports of the various committees were given, also a detailed report of the general meeting in Chicago. A nominating committee was appointed by the President, Mrs. Anderson, for the nomination of officers for the coming year. We have been very fortunate in the past several months in having a very little relief work. The sick committee reported four bouquets being sent to the sick, and four calls made, during the past month.

Plans were made for a card party for members and their friends to be held at the home of Mrs. Watson on Saturday evening, November 24. Grand prizes are to be given in addition to table prizes. We are expecting an exceptionally good turn-out to this party as it is the first of its kind for some time.

Mobridge Chapter

Mildred Richardson, Historian

MOBRIDGE Chapter met in regular session on the evening of October 29 in the club rooms, with about 95 women present. Mrs. Gillick had come down from Miles City to preside at the meeting and incidentally told us all about her trip to the general meeting at Chicago on the 20th of October.

The regular business of the club was disposed of, reports read and accepted, and letters from various sources read. Mrs. Gillick read a summary of the meeting at Chicago which set forth all the activities of the clubs for the year, what they have accomplished and the things they intend to dispose of next year. At this meeting, Mrs. Gillick was elected third vice-president general of the Milwaukee Railway Women's Club and we wish to congratulate her for we at Mobridge know how well she deserves this for her interest and work. All plans were perfected for the Thanksgiving dance, committees appointed for the different work of decorating, selling tickets, etc. We hope that this will be a success, for the money realized will be used to offset the expense of our annual Christmas tree, and we feel quite confident that it will be a success.

After the business was disposed of, Mrs. G. A. Robison took charge of the program. Rev. Bruins of the United Church gave a very interesting reading and Mrs. Chas. Nath briefly summarized the history of the two political parties, illustrating the use of the ballot, this discussion being very educational. As a closing number of the program, Mrs. Robison chose sides for a barn-yard "cow-calling" contest, in which Mrs. Wm. Rose proved herself very efficient in the art.

Meeting adjourned at 10:00 o'clock, after which refreshments were served. Our next meeting will be held on November 26, when a joint Safety First, Claim Prevention Meeting will be held in conjunction with ours.

Cedar Rapids Chapter

Ann Hayner, Historian

THE women of the Cedar Rapids Chapter have been sponsoring afternoon bridge teas every other week, which have proven very popular.

On Saturday evening, October 6th, a chicken dinner and dance was given in conjunction with the Men's Athletic Club. Everyone who came had an enjoyable evening.

The Friday evening card parties are still being given, and will continue throughout the winter.

The Cedar Rapids Chapter, at the end of its first year, finds itself comfortably located in its new club rooms above the Milwaukee Passenger Station.

The activities of the club consist mainly of card parties, social gatherings, etc., and we are fortunate, being a new chapter, to close our year with a substantial bank balance and several benevolent acts having been performed.

Several of our members attended the Annual Luncheon in Chicago, all reporting a wonderful time.

As we close this year and enter on the new one it is our hope to increase our membership until our chapter includes every "Milwaukee" family in Cedar Rapids.

The Cedar Rapids Chapter extends to all its sister chapters and all the officials of our railroad a Merry Christmas and a Happy New Year.

Austin Chapter

Mrs. Arnold Johnson, Historian

AUSTIN Chapter held its annual party last month by holding a dance and card party at K. C. hall and everyone present reported a splendid time.

On November 12 the Chapter served a lunch to all of the men attending the Safety First meeting. This was an innovation and pleased the men very much.

Black Hills Chapter

BLACK HILLS Chapter held its first meeting for the autumn and winter months September 20, and had as visitor Miss Etta Lindskog, secretary-general, who presided at the meeting.

A very busy session was held, and we voted to send our president, Mrs. Johnson, to Chicago to the annual get-together luncheon.

Miss Lindskog explained many things of interest to us, and she also talked to the men at a dinner served before the meeting, explaining the object of the club and the way in which they could help us to help them.

We are planning a dance and a turkey raffle to be held November 21 to replenish our treasury.

We were grieved to hear, on November 10, of the death of Mrs. Mainard of Sanborn, and our heartfelt sympathy goes out to Mr. Mainard and family in their bereavement. Mrs. Mainard was well known in Rapid City and loved by all who knew her.

Marion Chapter

Mrs. Frank Keith, Historian

THE following members attended the annual get-together meeting of the Women's Club, held in Chicago October 20: Mmes. Jennie Vandercook, Margaret Leming, Chas. LeRoy, C. L. McDonnell, D. S. Stewart, F. J. Hardenbrook, Frank Keith, Grace Brown, M. J. Flanigan and W. Dunstan. All report a very interesting and enjoyable time.

At our meeting held in Memorial Hall on November 8, Mrs. Vandercook and Mrs. Flanigan gave splendid reports of the annual meeting and the get-together luncheon.

Mrs. LeRoy, chairman of the Ways and Means Committee, announced plans for a benefit card party to be held in Memorial Hall November 15.

Our Sick Committee reported 22 calls and four cards sent.

During the social hour, Arlene Strickle gave several readings and Hara Lee Rockey, piano numbers; all of which was very much enjoyed.

At the close of the meeting refreshments were served by a committee of which Mrs. C. L. McDonnell was chairman.

Visiting members are always welcomed at our Chapter.

Janesville Chapter

Cora Belle Drew, Historian

NOVEMBER 6, Janesville Chapter met in the new club house, with an attendance of twenty-eight. Changes in the by-laws, which had been introduced at the annual meeting in Chicago were read and discussed.

Mrs. J. W. McCue had charge of a ton of coal which had been donated, and from this \$135.00 was realized. Purchase of folding chairs for the club house was left to the House Committee. Plans were made for the housewarming, which is to take place soon. Mrs. J. W. McCue is chairman.

Fullerton Avenue Unit

(Chicago Chapter)

Elsa M. Augustin, Historian

AFTER luncheon, served at 1:00 P. M., in the club rooms, the regular monthly meeting of this unit was held on Saturday, November 10, with Mrs. W. W. K. Sparrow presiding.

Those present were highly entertained by Mrs. W. B. Dixon's lovely singing and a very interesting lecture on poems and books by Mrs. Barnett.

We have certainly had a most delightful year, and it has been a busy one, too. The next meeting will be held on Saturday, December 8, and will be our Christmas party, and an invitation is extended to all to be present at this, the final meeting, of the year.

To its many members and friends, Fullerton Avenue Unit extends the sincerest good wishes for a Very Merry Christmas and a Bright, Happy and Prosperous New Year.

Des Moines Chapter

THE October meeting of the Des Moines Chapter of the Milwaukee Women's Club was held in the club rooms on the evening of October 26. This was the first meeting after the summer vacation and was quite well attended.

After the business meeting an interesting program was rendered, which consisted of the following songs rendered by Mr. Harry Bertram and son Bob:

"Wie Schoenes Gardenhouse."

"The Harlem Goat."

"She Up and Died."

They made quite a hit with their audience, after which Miss Jean McGovern gave "Bill's in the Legislature," which was received with great applause. Superintendent Van Vliet then made a very interesting talk about "Safety First," stating that it would be well for the women to interest their men folks in attending the safety meetings, as it meant as much to them as to the men.

At this meeting it was urged that every member save magazines for the magazine drive which is scheduled for the month of November.

Tomah Chapter

Mrs. Henry Thom, Historian

TOMAH CHAPTER held its regular meeting at the Community rooms of the Public Library on November 7, with Mrs. Will Brown presiding.

The meeting was opened with singing. Reports of the secretary and treasurer were read and approved.

Mrs. Pat O'Boyle gave a report on her trip to the Annual Luncheon that was held in Chicago, which was enjoyed by all.

Many letters of interest were read. A motion was made and carried to hold a card party some time in the near future.

Due to illness, our president, Mrs. Archie Harris, was unable to be with us on that date, but we sincerely hope that she will be able to meet with us at the next meeting. The entire club wishes her a speedy recovery.

The meeting adjourned until December 5.

Mason City Chapter

IT'S over—the bazaar (also election). I told you in our last write-up I would give you the results of our first attempt at making funds for this year, and we made it, too. The final report brought forth a clear figure of \$150.00. It was a huge success in every way. From the time they started, at 1 p. m., selling everything from pumpkins to bittersweet and aprons to cream pitcher bibs, and up until the last

glass of jell was sold to the highest bidder, excitement held sway. Bargains seemed to be on every hand; even the wonderful 35c dinner was well worth 50c, but we aimed to give more than your money's worth. This write-up would not be complete if I failed to mention the one outstanding act that swelled the receipts about \$35.00. We have two members in the Mason City club—Mrs. Winn and Mrs. Potter—who do not live in Mason City, but we doubt if any chapter on the system has two more loyal members. It was these two ladies that made a beautiful quilt and donated it to us; chances were sold on it and through their efforts alone \$10.00 in chances had been sold before it was turned over to the club. We are certainly indebted to them.

On November 1, the regular monthly business meeting was held in the clubrooms with our President, Mrs. Ingraham, in the chair. Reports were given from various committees and we seem to be starting out with the right spirit. Of course it will not be long until we shall all have the Christmas Spirit, but in order for this club to carry out the true Christmas Spirit it is necessary to have each and every one set aside part of their spirit to make the welfare work this Christmas a real success. If each one will help just a little we can make several Milwaukee families feel just a little happier when Christmas dawns.

After the necessary business was over with we were entertained by Mrs. Blythe of Mason City. Her subject was "Books," and was enjoyed by all.

Now, last, but not least, the refreshments were in charge of "The Clerks" and if you want to know anything about what it was and how good it was—ask anyone.

We now have plans under way for the first real dance we have ever given in Mason City. The Clerks have rented the Armory for November 22, and we are going to try and put the name "Milwaukee" before the Mason City people. Tell you all about it next month.

Mitchell Chapter

Florence Diehl, Historian

MITCHELL CHAPTER resumed its meetings again after the summer vacation on the 15th of October, with a good attendance.

The President, Mrs. Wiltrout, was out of the city and Mrs. Shirmer, Vice-President, took charge of the meeting.

Plans were made for as many members as possible to attend the annual luncheon at Chicago. Miss Emma Raynor was chosen as delegate. Those attending from Mitchell Chapter were Mmes. Wright, Kearney, Lane, Miss Emma Raynor and Miss Florence Paulin.

Plans were made for a fruit and jelly shower to be held at the next meeting. Quite a large shipment of dishes was received from Chicago, which was much appreciated.

An interesting program was given after the business meeting and light refreshments were served.

Milwaukee Chapter

Marie Callahan, Historian

THE regular monthly meeting was held in the club room at Union Station, on Monday, September 17. The meeting was opened by the President, Mrs. M. Wightman, and those present reciting the club motto and singing the club song.

Mrs. Rochford, chairman of Mutual Benefit, reported two needy cases which were investigated and were given financial assistance.

The president announced the annual get-together dinner of the Milwaukee Chapter to be given at the Schroeder Hotel at Milwaukee on September 9, also the dinner at Chicago, to be held October 20 at the Stevens Hotel, and invited the members to attend. A Sewing club has been organized at Milwaukee, with Mrs. O.

J. Carey as chairman, meeting every other Tuesday morning in the club rooms, and all members are invited to attend.

Mrs. Homer Townsend gave a very interesting talk on family welfare, and praised the welfare work our club is doing. Miss Vida Arndt gave a very fine reading. Mrs. J. J. Schuh, the social chairman, served ice cream and cake.

The bowling teams are bowling again this year. Get busy and call Mrs. Schuh or Mrs. Montgomery and join. They bowl every Thursday afternoon, beginning at 1:30.

Portage Chapter

Mrs. Urban Budzien, Historian

PORTAGE CHAPTER held its second Fall meeting Friday instead of Saturday, November 2.

It was a very "peppy" and enthusiastic meeting. There being seventy-five members present with three new members. Four members coming from Watertown, a distance of 45 miles.

We have 206 members in our club. The treasurer reported \$475.40 in the bank.

There were 40 calls made on the sick in the last two months with flowers, cards, letters or fruit sent to each.

We were very sorry to have one of our members, Mrs. J. W. Blossingham, move to Savanna, Illinois. A party was given in farewell to her and a gift was presented to her from the club.

After the business meeting a very enjoyable time was spent in playing Hallowe'en games, in which every member took an active part. Mrs. G. W. Webb, Watertown, Wis., was the prize winner for the afternoon.

Our club house was very artistically decorated in Hallowe'en colors with pumpkins, black cats, witches, etc., carrying out the effect.

Delicious refreshments were served consisting of sandwiches, pumpkin pie, coffee and orange and black candies.

Mrs. Dewey Brown was chairman of the Refreshments Committee.

Our next meeting will be held Saturday, December 1, at which time election of officers will take place.

Sioux Falls Chapter

Mrs. R. W. Riewert, Historian

OUR regular business meeting was held November 13, in the club rooms and we had a nice attendance. Since the cool weather it seems many of the members are taking an active interest and we hope the good work continues. Plans were made for a dance to be held in the Passenger Station, November 23rd, with Mrs. Z. D. Jenkins as Chairman. Also plans were made for our annual Christmas Party for the kiddies on December 20th, Mrs. A. B. Main and Mrs. J. R. Bankson in charge. Mrs. W. D. Griffiths offered to make all the popcorn balls for the party, which we think very nice.

The committee for nominating officers for the ensuing year was appointed as follows: Mrs. W. D. Griffiths, chairman, with Mrs. E. E. Lovejoy and Mrs. L. Sweeney. We expect a large turnout next month at our meeting as it is election.

The Sunshine Committee has been busy visiting the sick, sending flowers, etc., and helping the needy.

Twin City Chapter

Pearl V. Morken, Historian

THE Twin City Chapter is well on its way to make this a bigger and better year.

We had a splendid turnout November 5 at the club rooms. Mrs. Christoffer presided, and the reports of the different chairmen were

given, and our dance, to be held on November 19 at the Marigold Ballroom, was discussed.

Mrs. Lieb had prepared an entertaining program given by our own Mr. L. J. Romain, who sang several numbers, accompanied by Mr. Harry Jones.

Miss Dorothy Dunn was most generous with her readings.

Both artists were greatly appreciated.

Savanna Chapter

Nelle Nolan, Historian

REGULAR monthly meeting was held in the Lydia Byram Club House November 12. Meeting was called to order by the president, Mrs. Seitzberg. Minutes of the previous meeting were read and approved. Minutes of the general governing board were also read.

We were glad to learn that Savanna Chapter is second in membership, having over 500 voting and contributing members.

Over sixty members attended the annual luncheon held in Chicago, which was enjoyed by all. Savanna sextette sang several new songs, which were composed by Mrs. John Connell.

Other chairmen read their reports, which show that Savanna's Chapter is certainly keeping busy with their good work. Our treasury shows a nice sum on hand.

The president appointed the nominating committee to report at the December meeting.

Plans are being made for a card party to be held in the Lydia Byram Club House sometime during the latter part of November.

After the meeting bridge and five hundred were played and refreshments served.

Channing Chapter

Mrs. John Kramer, Historian

CHANNING Chapter held its regular business and social meeting the evening of November 20. In the matter of attendance it was one of the largest of the year, many of our new members being present.

We have increased our membership with the addition of twenty-five new names to our roster. Quite a number of these were secured by Mr. Carl Swan. A rising vote of thanks was extended to Mr. Swan for interesting so many of the employees in the welfare of the Milwaukee Women's Club.

The matter of having a community Christmas tree was brought up for discussion. The club would like to sponsor such a movement and no doubt will be able to do so with the added help of other organizations who are interested, and thereby help to distribute good cheer and Christmas spirit to everyone.

A Christmas party will be held at our next regular meeting, December 18, to which all members are invited. Election of officers will also take place, so all members are urged to attend.

The chairmen of the different committees read their reports for the past month, showing that the club is active and progressing.

Our president, Mrs. Tuttle, gave a report on the luncheon and meeting held in Chicago October 20.

At the close of the business meeting, Mrs. Harry Anderson sang a solo, accompanied by Mrs. Bauman at the piano, and Mrs. Schwanke with the violin.

The Governing Board Meeting

THE reports read by the various chairmen at the Governing Board Meeting in Chicago, October 19, have been sent with the minutes of that meeting, out to the Chapters on the System; but it is worth while to give again, so that many who are not yet members

of the club, may have an opportunity to know more of the good work the Women's Club is and has been doing the past year.

Miss Lindskog, Secretary General, reported a membership on the System of 10,045, calling attention to the fact that this is an increase of more than 3,000 members over October 31 of last year and 884 over December 31, 1927, and complimented the Chapters on their growth in good work accomplished as well as their increase in membership. She advised that there were 29 Chapters on the Honor Roll on the date of the meeting, and called attention to the six prizes being offered by the Governing Board to the Chapters securing the greatest percentage of increase in membership before the close of this year as compared with December 31 last year.

She stated that there were now 50 distinct Chapters and Units in the club, one having been organized since the last meeting of the Governing Board—at Cedar Rapids, Iowa, this chapter having branched out from the Marion Chapter; that all but twelve of the Chapters have now been furnished with club houses and rooms, six of them having been supplied with same since the General Governing Board Meeting of last year, and that a very large number of Chapters had been furnished with club furnishings and dishes; that on October 31, 1927, the balance on hand in the General Governing Board and Chapter treasuries was \$16,026.92, and that on September 30 of this year it was \$19,046.18; that the general officers have endeavored to visit every Chapter at least once during the past year and had almost succeeded, all but Terre Haute and Jasonville, Ind., having been visited since October 1, 1927; that 61 visits had been made by one or the other of the general officers and chairmen since October 1 last year, this bringing the total number of visits made to Chapters since the club was organized to about 160.

Treasurer General Mrs. Sparrow reported cash on hand November 11, 1927, as follows: State Bank & Trust Co., Evanston, \$2,261.88; Lake County National Bank, Savings Deposit, \$1,290.10; total, \$3,551.98. Receipts: Per Capita Tax, \$572.03; Contribution from Receivers, C. M. & St. P. Ry., \$5,000.00; Additional Receipts from Sale of Automobile Tickets, \$2,303.75, and Miscellaneous Receipts from all other sources, \$646.82; Total Receipts, \$8,522.60; Total On Hand, \$12,074.58. Disbursements: Relief Work, \$2,407.25; Final Payment on Automobile, \$830.00; Miscellaneous, \$1,533.09; Total Disbursements, \$4,770.34; Cash Balance on Hand, October 15, 1928, \$7,304.24, of which \$7,081.69 is in a time Certificate of Deposit and \$222.55 in a checking account.

Five-Year-Old Daughter: "Look at that funny man across the street!"

Mother: "What is he doing?"

Five-Year-Old Daughter: "He's sitting on the pavement talking to a banana skin."

A man is himself plus the books he reads.—*S. Parkes Cadman.*

Tube: "How many controls are there on your radio set?"

Crystal: "Three—my wife, son and daughter!"

What greedy ears receive loose tongues betray,
But no one can repeat what you don't say.

Rap: "You made a bad break last night when you asked the hostess her age."

Rapper: "Yes, and you made a worse one when you grinned when she told it."

—*America's Humor.*



The Spirit of Christmas

Florence Needham

THIS is the story of a sour little town made up of grown-ups who had forgotten how it seemed to be full of joy at Christmas time. All the children who had ever been there had grown up and gone away—as if to escape the fate of becoming old and sour.

But tucked away in an odd corner of the town, in a little not-too-prosperous-looking bungalow, lived a family of happy youngsters with a not-too-old daddy and momsey. It was like coming unexpectedly upon a little patch of blooming posies in an old dead garden, to happen to pass the little cottage, that seemed fairly to burst with the joy within it. There was always noise; slamming doors, and shouting voices, and singing, and, of course, some crying, coming out of the little house.

The oldsters of the town thought it a fair nuisance and gave it a wide berth. And at Christmas time when the rest of the town was remembering how old it was getting and nursing rheumatic joints and failing memories, the "Odd Corner" was simply alive with bustle and hurry. A big Christmas tree was brought from a distant forest and put into the little patch of garden in front of the house, and strung with festoons and candles to light. And daddy was seen smuggling mysterious bundles and packages into the house at odd hours. And the "sourest and dourest" of the villagers who lived next door looked on at the preparations and shook his head: "I s'pose that foolish man is spending all he's got on this silly Christmas stuff—ain't no call to put on so much splurge—we all know what he makes!"—and they'd go on nursing their ingrowing dispositions; dreading the coming holiday when they'd have to look on at the happy children enjoying it.

And they were already enjoying it; up and down, and in and out, and around, till the "Odd Corner" fairly spun around with anticipation—and the delicious odors of spicy cooking that rose up out of the chimney! For although momsey didn't have much money to buy goodies, she could create them out of almost nothing. The old rooster in the chicken run did duty for a turkey, and tricked out with a necklace of juicy sausages and a garland of browned yams, and flanked by mince pies and jugs of cider and rosy apples, made a feast fit for a king.

On Christmas Eve morning, the merry group of youngsters—there were five—trooped out bright and early into the white beauty of the snow, laden with bundles of letters. And to the astonishment of the watching oldsters, marched into each sour dooryard and tied with a gay red ribbon to each forbidding door-knob, one of the mysterious cards—each card was bright with painted holly and bore the verse below:

"Please, by your leave,
On Christmas Eve,
We, carols will be singing.
Will you not come

AT HOME



Berdeen, Daughter of Engineer and Mrs. C. W. Fogle, Green Bay, Wis.



Junior (Three Years) and Ruth Elizabeth (Nine Months), Children of Secretary and Mrs. T. W. Burtness, Milwaukee, Wis.

To our small home—
Christmas Cheer with you bringing?"

Amazement was written on the oldsters' faces. "Christmas Carols!" From throats that hadn't known them for uncounted years. "Christmas Cheer!" That'd mean presents, they supposed. They'd be blessed if they'd ever heard of such goings-on. "What'd they take 'em for—a passel o' choir boys?" Each oldster resolved not to go—and yet into each oldster's heart crept a little of the Christmas Spirit—unwanted.

As soon as Christmas Eve was dark, sure enough, the tree was bright with candlelight—and daddy and momsey and five cherubs gathered about it. Soon the strains of "Noel" floated out of the cheery garden and up and down the lonely lanes of the village. "Oh, Come, All Ye Faithful" and "It Came upon the Midnight Clear," followed from seven brave throats—and then . . . !

Then the oldsters (vowing not to look) looking out from behind curtained windows, visioned disaster.

A tricky breeze coming suddenly around the farthest corner of the little house, fanned all the candles into one blaze, and in the midst of "Silent Night" the brave, green Christmas tree caught

fire. The group of choristers fled to the protection of the little porch and watched their gay Christmas tree flame and wither and die into dull red embers.

Teary-eyed children went silently in to the cheerful fireplace and daddy and momsey had hard work coaxing the smiles back again. All their bee-u-ti-ful plans to wake up the sour little town and get the oldsters out of their shells, were spoiled! And the lovely "coco and cakes" momsey had made to pass around if any villagers did come to the tree—all wasted! Finally, subdued but happy again at the thought of the morrow and what would be sure to be in their stockings at the fireplace, they crept to bed.

Momsey and daddy sat late, late by the fire, pondering on what they could do to replace the loss of the beloved tree. To their amazement, as they were about to go to bed, there came a trembly knock at the door. Daddy opened it to disclose the sourest and dourest oldster standing on the step, and behind him a goodly crowd of the villagers—while out in the garden where the burned tree had stood, was another, more beautiful tree; bigger and greener, spreading its joyous feathery boughs into the sparkling night.

The oldsters "hemmed and hawed" and said they'd all seen the other tree burn, and one of 'em remembered this "likely" spruce at the back of the cemetery, and they'd got together and sent for Andy, the ax-man, to cut it and fetch it over—and . . .

Momsey and daddy with happy tears in their eyes bundled them all into the cozy room and plied them with the neglected "coco and cakes," and five little night-dressed cherubs appeared on the staircase, round-eyed with astonishment at the scene.

And just before the oldsters left, momsey went to the old square piano and softly played "Silent Night." The children sang, and mingled with their clear, fresh voices could be heard a few quavery notes as this one and that one of the oldsters joined with them.

Amidst a babble of thanks and joy, and a chorus of "Merry Christmas" they departed. And to make it seem all the more "Christmasy" some one had got the village sexton to ring the church bells—just at midnight.

Peal on peal rang through the little sour town—sour no longer, for the Spirit of Christmas had entered into the town and opened the hearts of the oldsters to let in Christmas Joy and Good Will to All. He who gives of himself receives in turn the greater gift.

Date Whip. Rector. Soak one tablespoon gelatine in one-fourth cup cold water five or ten minutes. Dissolve over hot water. Add one-fourth cup lemon juice and fold mixture into one cup finely chopped dates. Set aside until thickness of molasses. Beat four egg whites stiff and fold in one-half cup sugar; then fold in the date mixture. Turn into molds and chill. Serve with soft custard.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE FALL AND WINTER 1928-29 BOOK OF FASHIONS. Address Milwaukee Magazine, care Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, New York.

6300. Ladies' Dress. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50, and 52 inches bust measure. A 44 inch size requires 3 3/4 yards of figured material and 1 1/2 yards of plain material 35 inches wide. The width of the dress at the lower edge with fullness extended is 2 1/4 yards. Price 12c.

6028. Misses' Dress. Cut in 3 sizes: 16, 18 and 20 years. An 18 year size with collar requires 3 3/4 yards of 35 inch material together with 1/4 yard of contrasting material for facing on collar, and vestee. If made without collar 1/4 yard less will be required. Price 12c.

6042. Child's Coat. Cut in 3 sizes: 1, 2 and 3 years. A 2 year size requires 1 1/2 yards of 40 inch material. To trim collar and cuffs as illustrated will require 1 3/8 yards of fur banding. Price 12c.

6302. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38 inch size requires 4 1/2 yards of 35 inch material, 1 1/4 yards of contrasting material for facings. The width of the dress at the lower edge with fullness extended is 2 1/2 yards. Price 12c.

6321. Girls' Dress. Cut in 5 sizes: 1, 2, 3, 4 and 5 years. A 5 year size with short sleeves will require 1 3/4 yards of 36 inch material. If made with long sleeves 1 3/4 yards will be required. Price 12c.

5536. A New Doll Set. Pattern comprising the Doll and garments, is cut in 3 sizes: small—12 inches, medium—16 inches, large—20 inches in length. The Doll requires for a medium size 1/2 yard. The Rompers 3/4 yard. The Suit and Hat, 1 1/4 yards of 27 inch material. Price 12c.

6318. Girls' Dress. Cut in 4 sizes: 8, 10, 12 and 14 years. A 10 year size with long sleeves requires 2 3/4 yards of 36 inch material together with 3/4 yard of contrasting material. If made with short sleeves 1/4 yard less of the figured material will be required. To finish with narrow piping or bias binding will require 3 1/2 yards. Price 12c.

6310. Ladies' House Frock with Slender Hips. Cut in 9 sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46 inch size requires 4 3/4 yards of 27 inch material together with 3/8 yard of contrasting material. The width of the dress at the lower edge with the overlapping portions extended is about 2 yards. Price 12c.

6315. Girls' Dress. Cut in 4 sizes: 4, 6, 8 and 10 years. A 6 year size with long sleeves requires 1 1/4 yards of plain material and 1 1/2 yards of checked material 36 inches wide. If made with short sleeves 2 1/2 yards is required of one material. To finish with bias binding requires 3 yards. Price 12c.

Good Things to Eat

Mock Bouillon. Soak one pint of black beans over night. In the morning, drain and add two quarts of cold water. Slice one onion and fry five minutes in one tablespoon of butter, add to the beans together with two celery stalks broken in small pieces. Simmer three to four hours, or until the beans are quite soft. As water boils away, add more. When the mixture is soft, rub through a sieve, reheat to boiling point, add salt, pepper, one-fourth teaspoon dry mustard and pinch of cayenne. Cook two scant tablespoons of flour in two tablespoons of butter and stir into the bouillon. Slice thinly two hard boiled eggs and one lemon and strain the soup over them either in a tureen or in individual cups or soup plates.

Baked Bean Soup. Cover three cups of cold baked beans with three pints of water, add two slices of onion and two stalks of celery. Bring to the boil and simmer thirty minutes. Rub through a sieve, add one and one-half cups of stewed and strained tomatoes, one tablespoon Chili sauce, salt and pepper to taste. Bind with two tablespoons of butter cooked with two tablespoons of flour. Serve with crackers or toast points.

Sausage Stuffing for the Christmas Turkey. Finely chop one small onion and cook three minutes in two tablespoons of butter. Add one-half pound sausage meat and cook five minutes. Boil four dozen French chestnuts and mash one-half. Add to the first mixture with two teaspoons salt, one-fourth teaspoon pepper, one-eighth teaspoon powdered thyme, two teaspoons parsley finely chopped and two ounces fresh bread crumbs. Mix thoroughly and add the rest of the chestnuts, whole.

Reindeer Steak. Chestnut Sauce. Sprinkle steak with salt and pepper and place on broiler. Broil a medium steak six minutes. Remove to hot platter and pour over the chestnut sauce

made as follows: Fry one-half onion and six slices of carrots cut in small pieces, in two tablespoons of butter five minutes. Add three tablespoons of flour and stir until well browned. Then add one and one-half cups of brown stock, a spring of parsley, pepper and one teaspoon salt. Let simmer twenty minutes and then add three tablespoons of melted currant jelly, one cup of boiled French chestnuts and one tablespoon of butter. Reindeer steak is becoming a real delicacy and enjoys an increasing popularity on the west coast. It very well may take the place of the high-priced roast fowl on the Christmas table.

Coffee Junket Delicious. Rector. One package coffee junket powder, one pint milk, one-fourth cup chopped figs, one-fourth cup chopped nuts and one-fourth cup chopped maraschino cherries. First prepare the fruit and nuts and place in the bottom of dessert glasses. Make the junket in the usual way and pour at once into the dessert glasses. Let stand in a warm room until firm—about twenty minutes. Then chill until time to serve. Serve with whipped cream.



SPECIAL COMMENDATION

THE following named have been specially commended for meritorious acts performed while in the conduct of their regular duties.

Des Moines Division Conductor Bert Sipes, while at work at Herndon, November 6, discovered a broken rail on east bound main line, and took the necessary steps to have repairs made and traffic protected.

Nick Kosloski, crew director, Galewood, on September 22, discovered about a foot of rail gone from No. 2 main, near Tower A-4, Western Avenue, and made prompt report, and protected this dangerous spot until it was properly attended to.

Section Foreman Peter Perry, Chicago Terminals, discovered a broken rail on No. 4 main, west of Nordica Avenue Crossing, Mont Clare, on October 17, and took immediate steps to have repairs made.

Signal Maintainer V. Hammes, Elgin, Ill., on October 20, while Extra East 8322 was pulling through Elgin, discovered a broken arch bar on car in the train. He notified the conductor, who was on the rear end; train was stopped and the car set out.

Madison Division Conductor Thomas Brennan, Train 166, October 23, discovered a broken truck while train was standing on siding at Stoughton. Condition was serious, making it necessary to set car out and transfer the entire shipment to another car.

Coast Division Conductor J. Humphrey, on September 23, discovered dragging brake beam on car in Train 263 and promptly got signal to conductor in charge of the train, averting the possibility of a derailment.

Section Foreman W. Mefford, Farson, Iowa, discovered broken arch bar under car in Train 91, November 1, and immediately got signal to the train crew.

Illinois Division Fireman Charles Schwieg, while dead-heading to Elgin, on Suburban Train 37, assisted Engineer Scannel, who had a new fireman and a tank of poor coal, to get fire going and helped to fire the engine all the way to Elgin. Fireman Schwieg was not on duty and was not dressed for the work, but he rendered this service willingly and saved delays to Illinois Division traffic.

Operator J. H. Olson, Chestnut Street, St. Paul, October 7, discovered dragging brake beam on car in Transfer 8017, east. He had train stopped and temporary repairs made, thereby averting a possible serious derailment.

Operator L. D. Kimball, Sappington, Montana, discovered a fire in a car in train passing his station, September 9, and promptly reported same to the dispatcher.

R. M. Division Fireman H. L. Johnson, September 24, discovered fire in car in train Extra 10221, east, September 24. Train was promptly stopped and fire put out.

M. F. Sokol, operator, Turkey River, Iowa, while train was passing his station October 5, discovered a hot box on car on opposite side of the train and got word to the train crew.

C. & M. Division Conductor Tew, on September 16, while a passenger on W. V. Division Train 102, was held up by a washout near Finley, Wis. Mr. Tew's service in this instance was entirely voluntary. He got into water waist-deep and carried ties and did everything possible to block the water and get the passenger train over. Such work is greatly appreciated by the management of this rail-

road. It proves undivided loyalty to the company's interests.

B. & B. Carpenter Ray Cheney, while working on bridge K-164, east of Cameron, discovered something wrong about one of the cars in Train 167, passing at that time, and notified the conductor as the caboose went by. Train was stopped and a broken truck was found. Car was set out.

Coast Division Conductor C. N. Shriver, Brakeman H. W. Wilson and C. W. Carter, Engineer W. H. Norris, Fireman I. A. Hoffman were commended by the general manager of the Northern Pacific Ry., for discovering a fire on their bridge at Orillia, Wash., and promptly reporting same to the officers of that company.

Car Inspector A. E. Laramore at Delmar, Ill., while traveling over the railroad to fix a hot box, found a broken rail, northbound track, one and one-quarter miles south of Pembroke. Dispatcher was promptly notified.

On September 19, at the crossing into the brick plant near Tower A-3, a truck of the brick company broke down and blocked both main lines. Section Foreman Nick Male was working one-half mile east and as soon as he noticed the accident he put his motor car on track and went up to the crossing and flagged No. 12 about 300 feet from the broken truck. He also called up Tower A-17 and told them to stop No. 17.

Engineer Carl Bayer, Chicago, rendered material assistance to some passengers leaving at Western Avenue, with heavy luggage. His act was so much appreciated by these parties that one of them wrote a letter of acknowledgment of the courtesy to Superintendent Whiting. It's the small courtesies which make friends for our company, as well as the greater ones.

I. & D. Division Machinist Helper Perry Paullin, while on his way to work October 4, discovered two badly broken rails in the Mitchell Yards. Same was promptly reported and defect remedied.

Those of Us Who Do G. P. F.

CAR INSPECTOR JOHN BARCLAY, located at Council Bluffs, while on his vacation this summer in Canada, made some nice friends. Five of them used our line on a trip from Chicago to Council Bluffs.

Miss McGraw (Miss Nellie), employed in the Cashier's Department at the Kansas City Station, recently secured routing on two heavy L.C.L. shipments to Chicago. We thank you, Miss McGraw, and come again, please.

Leonard Mostrom at Sioux Falls continues his activities and gets us a lot of nice business. Mr. Mostrom secured a round trip passenger to Seattle.

Mrs. L. Nielsen with the Interstate Co., in our passenger station at Sioux Falls, secured a round trip passenger to Rapid City. This is much appreciated.

Dubuque Division Conductor George Artus secured two passengers from Dubuque to Chicago; and the same people purchased tickets from Chicago to Seattle and return. Mr. Artus says that his friends on their return were highly gratified with Milwaukee service and scenery.

Frank Wallace, yard clerk at Milwaukee, has

secured another carload shipment of machinery from Milwaukee to Oshkosh.

In the month of September, Rate Clerk J. P. Dickey at Galewood, secured diversion on 19 long-haul merchandise shipments.

Conductor A. L. Jeffers on the Superior Division, secured the sale of one ticket, Green Bay to Seattle and return. Like to see more activity on the Superior Division. It is not often we hear from the boys up there.

Switchman Fred Brown, Sioux Falls Yard, secured two passengers to Cincinnati, via our line to Chicago.

Miss Salome Ungersma, stenographer in the office of Agent W. H. Campbell, Seattle, through a little solicitation, secured the purchase of a round trip ticket via our line, between Everett, Wash. and Chicago. When our girls go after them, they bring them in.

Rate Clerk J. Klima, North Avenue Station, Milwaukee, secured the long haul on three cars via Cheneyville, routed via Chicago. Also one via Webster, originally routed via Chicago. Also one via Cheneyville originally routed via a competing line.

Clerk Clarence Mauhs, North Avenue Station, secured one via Cheneyville, originally routed via competing line.

Train Clerk Hugo Zartling, North Avenue Station, is regularly making his influence felt in that district and has to his good record several long hauls. Together with Chief Clerk E. A. Keller, they secured a Chicago haul on a car from the Chicago district, which was originally routed via a competing line from Milwaukee. Mr. Keller also secured a long haul via Cheneyville on a car originally routed via a competing line.

Through the efforts of Joseph Enard, assistant B. & B. foreman, and Frank Clerk, carpenter, Seattle, Wash., the J. T. Bookey Company, who are shippers of eggs, were secured as tenants in a building on our line, recently vacated by the American Radiator Company, Seattle. This will bring us many long-haul carloads of eggs.

Car Distributor H. C. Geeve at Galewood, and Yardmaster M. A. Duffy at Western Ave., secured diversion to our line of a very nice tonnage going to points on the U. P.—this because they speeded up the movement of empties for loading, speeded up the loads, and in fact gave the shipper so much attention that he had to come our way.

Chief Dispatcher J. T. Dinwoodie, on Sunday, October 21, secured a party of ten passengers to Chicago and return from Green Bay. We have heard before of Mr. Dinwoodie's activities in the solicitation of freight and passenger business, and are glad to know now that he is doing it in a wholesale way.

The Traffic Department at Kansas City very heartily commends Chief Yard Clerk John Platte in the Broadway District for information and assistance given that enabled their securing ten passengers from Kansas City to Chicago.

We again hear from Herman Stebens, who is employed in the freight house at Davenport. Mr. Stebens secured routing orders on four nice L.C.L. shipments.

Switchman James Check, the latter part of October, secured three passengers from Madison, S. D., to Tacoma, Washington. Wholesale business, James, and come again, please.



Trainload of Chinese Oil

By G. E. Stolp, Oriental Traffic Manager

SHORTLY after the construction of the Puget Sound Line into Seattle, the Oriental Traffic Department was confronted with the problem of establishing rates and handling import shipments of China wood oil from Seattle and Tacoma to overland destinations, in competition with the movement via the Panama Canal. After a series of nego-

tiations with importers and steamship lines an arrangement was made under which there was established a competitive basis of rates and steamship engagements made which resulted in a movement of wood oil through Puget Sound ports to such destinations as Chicago, Cleveland, Cincinnati, etc.

There is no rail transportation from territory in China where this oil is produced to Shanghai, and it is all handled by river trans-

portation several hundred miles to Shanghai, in crude containers of the most elementary kind and of a character which can be transferred into and out of the river boats by hand.

The nuts from which this oil is produced, grow in clusters something similar to the chestnut, which is familiar to the American citizen. The meat from these nuts is crushed near the point of production and the refuse used for fertilizing purposes.

At the ocean ports, principally Shanghai, the oil is transferred from the original container to ocean-going steamers for transshipment to the United States as well as other countries.

Since the beginning of this overland movement as the result of negotiations above referred to, the movement of China wood oil has steadily increased and the methods of handling have improved, so that instead of the move-

ment from Chinese ports by ocean steamers in the tanks of the Osaka Shosen Kaisha steamer London Maru, which arrived at Seattle on the 14th of October, and the entire cargo was discharged from steamer to tank cars through the oil handling facilities of the C. M. St. P. & P. R. R. on Ocean Dock.

The C. M. St. P. & P. R. R. has recently established excellent facilities on its docks at Seattle for the handling of this business, and a very striking example of the development of this traffic is indicated in recent movement of a shipment of 27 tank cars from Seattle to

Chicago, etc., containing wood oil for McKesson & Robbins, New York City, who are large importers of this commodity. This particular shipment was transported from Shanghai in the tanks of the Osaka Shosen Kaisha steamer London Maru, which arrived at Seattle on the 14th of October, and the entire cargo was discharged from steamer to tank cars through the oil handling facilities of the C. M. St. P. & P. R. R. on Ocean Dock.

Engineer Felix Vidal on the S. M. Division, in the early part of this month, secured the sale of two tickets from Madison, S. D., to Chicago—nice long-haul business.

Agent H. G. Gregerson at Madison, S. D., made a trip recently to Rapid City in the Black Hills. Mr. Gregerson made some friends and customers for the railroad in the Black Hills—one ticket, Rapid City to Chicago; one Rapid City to Minneapolis, and one Rapid City to Presho, S. D.

General Foreman H. J. Keck at Austin, Minn., promoted the sale of two round trip tickets, Austin to Spokane and return.

An Appreciation

IN a letter which follows, an act of courtesy, designated "a real service," the writer, Mr. Robert S. Davis, of Edmonton, Alberta, expresses his thanks and appreciation to Iowa Division Conductor J. F. Briggie. The letter explains the incident:

Edmonton, Alta., November 1, 1928.
Editor, Milwaukee Magazine:

I would like to bring to your attention an incident that occurred while my wife and I were traveling on a Milwaukee train in the United States.

Sometime after leaving Omaha my wife lost her purse. I reported the loss to the Conductor, Mr. J. F. Briggie, who, courteous and obliging all through our journey, started inquiries regarding the purse. He, later, informed me that the purse could not be found. Before leaving the train however, he took our name and address and promised to make further inquiries, on his return trip; and we proceeded on our way.

On our return to Canada, the purse was waiting for us. Mr. Briggie had found it somewhere along the line and promptly mailed it to us. This, I consider, was a very real service on the part of Conductor Briggie.

I may say that your name and address were given me by Miss Ruby Eckman of Perry, Iowa, and I thought that perhaps you, as Editor of the Employees' Magazine, would be interested to hear of this incident, and might think it worthy of record in your Magazine.

Wishing you every success, I am yours very sincerely,

(Signed) ROBT. S. DAVIS.

Kansas City Bowling League

THE Milwaukee employes at Kansas City have organized a bowling league which is known as The Milwaukee Road Bowling

League. The following officers were elected: J. Springer, president; C. J. Sellens, Secretary, and J. H. Lord, treasurer.

The League is made up of eight teams, and the teams were named after some of our passenger trains. Nearly every department has been represented in the league. Mr. Guy Rhodus, switchman, is captain of the Columbian; Mr. Singleton, city freight solicitor, is captain of the Pacific Limited; Mr. Crum, switchman, is captain of the Sioux; Mr. Martin, machinist, is piloting the Pioneer Limited; Mr. Lee, boilermaker, is captain of the Dude; Mr. Taylor, city passenger agent, is captain of the Arrow; Con Williams, of the Local Freight Office, is captain of the Olympian, and C. J. Sellens, local storekeeper, is captain of the Southwest Limited.

The Columbian seems to be running about on time every week, as they have won 18 games and only lost 3. The Arrow is running second, and the Dude a close third. The Southwest has been running a little behind schedule of late and is resting in fourth place. Their engine hasn't been steaming very good of late and I believe that the boilermakers, who represent the Dude, are causing it, as they have stepped out ahead of the Southwest.

The teams have secured shirts with the Milwaukee emblem and names of their teams stitched across the backs. When the forty men get in action they present quite an advertising picture for the Milwaukee.

The league is open for all matched games that the editor can frame up, so we would like to hear from some of the other leagues.

The Town Without a Street

By St. Joe

THE Avery Chess Club held its monthly meeting; cigars and silence prevailed. McCabe held Husaboe for first down. Horses, horses, horses. Doyle kicked goal with two seconds to go in the last quarter, leaving Dietrich minus a king on the last hole.

Meyers, Pears and Husaboe on a deer hunt, hence a lot of excess weight left on the up and downs. When it comes to deer hunting these fellows sure know their hills.

Mr. and Mrs. William Greetan have left Avery to reside in Deer Lodge; their many friends miss them since leaving.

E. A. Petersen is now located at Othello, from the pines to the sands, says Pete. Back to the cactus.

The depot platform at Avery is now being repaired, and Clerk Higel says it's bitter, not better.

Davenport has purchased four new second-hand tires for his Studebaker.

E. G. Slater has purchased a new radio and installed it at Avery because the static is better. Batching quarters are all a-hum now—his home is at Avery—alias Pussyfoot.

H. Spencer has stored his car at St. Maries (been there all summer).

E. W. Petersen, third trick clerk, Avery yard office, went to Alberton last week to attend the funeral of his lady friend's father. Pete was taken down with flu and remained in Alberton until last night.

Whalen please note—'twas not a cow, 'twas a bull.

Cub Stevens started on a three-day hunting trip. Equipment as follows: one Winchester 30-30, two boxes ammunition, five pounds of chili beans, no stove; beware of the wolves.

A certain party knows a lot about Merry Widow Whist, so does Geo. Meyers.

Why does Archi Ball? Understand Pete Caldwell's swing man missed a trip last week.

Milwaukee Shops

H. W. G.

OUR first item is one of regret and that is notice of the death of Veteran Henry Scherer, locomotive blacksmith, who passed away October 14, after a lingering illness from the loss of his left leg not long ago. Mr. Scherer had been with the company since 1881, an old, faithful employe.

How minutely the Veterans' Association is lined up at the Milwaukee Shops can be known from finding little things. Shop Accountant Ed Brand brought in the upper half of a Veteran's 25-year button which he found in the yard. A few days after Foreman Severson of the tank shop inquired for a new button, but 50 cents was saved when he was informed that we had the top awaiting a call. Mr. S. has his complete button once more. Get the pipe tongs and tighten the badge up a little tighter, Steve.

We are pleased to see Veteran Thomas A. Thayer's picture in the November magazine. We met Mr. Thayer two years ago, while on a photo trip through Red Wing, and found him more than the item's biography happens to give. The ranks of the 50-year men are thinned down pretty well, and a few more of the good old timers are in Mr. Thayer's good class.

The bears on the front November cover look as if they might be from Hazel's kodak.

Our appeal for old-time photos is already bearing fruit (no lemons as yet). Some very nice subjects have been received. Thanks, boys.

The Matthews boys in our shops at McGregor, and their aged mother, have good history facts of railroads which are very interesting. Be it remembered that the grandfather, David Matthew, was the man who engineered the locomotive DeWitt Clinton, that ran the historic train from Albany to Schenectady August 9, 1831. We are to hear more from the Matthews boys and their good mother.

A template of brass of an old "Milwaukee and Prairie du Chien" rail section comes over from the pattern room, showing the standard rail of sixty-five years ago.

It seems good to shake the plump hand of Mr. Sinkler again, who was here the 14th. Haven't seen him in a long time. My, but he does look well! Don't see how he could stand it and be much better.

The upstairs where the platers and chemists held forth is still deserted. A stroll through reminds one of Moore's "Oft in the stilly night." Wonder when we shall have the long-talked-of restaurant.

Some of the Accounting Department from Chicago are in where Pentiss and Gordon were. Gordon is over on the S. M. P. floor.

The phone booth is getting a color of drab instead of the white, so Mae and her partner can see the little bulbs better; then, some new wall pictures.

Draftsman Gusch has returned after a few months' car inspecting at Hammond.

Miss Elinor Hupfer has the table vacated by Ruth Forrest, who is Mr. Sjogren's steno.

Max Schwarze, foreman, Locomotive Machine Shop, submits: Slogan for 1928, learn to say "The Milwaukee Road."

John Shurr, brass finisher, Locomotive Department, confirmed bachelor and all-around good fellow, has been seen reading a marriage ad newspaper lately. Cupid will find a way—look out, John!

We are very much indebted to the November magazine. It certainly has boosted the stock in Matt Dierniger's bear farm. The title page is a "hear" and evidently taken at Matt's farm at Yellowstone.

Cornelius Burke certainly has his ups and downs. He is the chauffeur on the Locomotive Department elevator.

On Sunday morning, October 28, the voice of Locomotive Department Machinist Gust Mueller was heard over the air from Station WSOE in a lecture entitled "Is a World-Wide Peace Possible Under Present Conditions?"

A good subject for the League of Nations. Stand by, boys, Gustaf will be on the air again soon. You tell 'em, Gustaf. Yes?

Machinist Apprentice Emil Schmidt and his Cadillac roadster took a combination tail spin and nose dive near Big Bend at a rate of about seventy-five per. Emil was badly bruised up, but is back to work. His Cadillac was reduced to one and a half cents per pound. The opinion is that it will never happen again—at least, not with the same car.

Boss Millwright Wm. Linstead, hunter, trapper and all-around comedian, returned from a hunting expedition near Mitchell, S. D. From pictorial evidence pheasants and ducks were plentiful.

From all indications, the invitations for a sumptuous meal were lost in the mails.

Veteran John H. Hook, machinist, Locomotive Department, is on the sick list. "Jack," as we call him, is missed very much and we sincerely hope that he will be back soon.

Veteran Herman Knappe, machinist, in the Locomotive Department, with forty-seven years' service to his credit, has been on sick leave for many months, due to an operation. Mr. Knappe visited the shops recently and was looking fine. Hope your health will improve, Herman.

Every time Christ Trainor, machinist in Air Brake Department, Locomotive Shops, hears the big bang on the Machine Shop elevator, his memories travel back to his fire fighting days. Christ was engineer on the "Pumper" on the City Fire Department for many years, and has answered the many a 4-11-44 alarm. He certainly knows the insides of the local Fire Department—don't you, Christ? You tell 'em. A few will remember Christ's father, Jimmy, our cross-town expressman between shops, half a century ago.

Squeaks from the C. & M.

WELL, another month has rolled around and we have very few notes to send in.

Am sure everyone will be pleased to hear that Brakeman Lester Bartman, who has been on the injured list for the last six months, is about ready to resume work.

Our 100 per cent caller, Dan Crowley, has been confined in Milwaukee Hospital for the past three weeks, where he underwent a serious operation. From the last reports he was doing nicely and will soon be back on the job.

Understand Conductor Yager'un has disposed of his interest in the Pancake Restaurants, and is about to market a celluloid frying pan.

Looks as though they could use a couple of good men on the Madison Division, as Conductor Louis Jensen has been holding a regular job running over there for the past month. Show them how we do it on the C. & M., Louie.

Chief Caller Herman Klott says "Gee! How the money rolls in! But there is nothing to it when you bet on the right man."

Well, now that the election is over, we can probably get a little music on the radio.

Brakeman Ed Welksey has resumed work after an extended leave, account of sickness.

Engineer Chas. Christoph is again on the job after a very pleasant vacation spent touring the west.

Save your money, boys, as it will not be long now until Old Man Santa Claus starts mailing his bills.

Dubuque Shops Jingles

"Oosie"

"Don't forget to remember"

That 12-25 will soon be here—
We'll all be rejoicing for Santa
With his sleigh and nice reindeer;
If you've been savin' your dollars
And nickels and dimes and cents,
You're wise and won't be startled
By the comin' of such events.
(Some of us "ain't".)

We've been playin' checkers
Round the Division and Shops.
Our Master Mechanic Hempstead—
He off to Milwaukee hops,
To be the shop superintendent
And Mr. Mullen adds we
To his Division and makes us
A part of his big fan-i-lee.

Geo. Conrad (chief clerk) to Soo City
Be kind to him, please, out there—
He's far away from his Mamma,
We consign him to your tender care.

A little girl from Lines East—
Who works not far away;
And a little boy from Western Lines
Are very soon to say—(?)
(We'll tell you all about it next month)

We'll be down at the "seat of action"
Next month—then watch out for the news;
Of weddings, funerals and babies—
You'll get the close-up views.

ON THE STEEL TRAIL

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

Nora B. Decco

I WISH you all a Merry Christmas first, and trust that Santy will remember you as well, if not better, than any other year. I have been absent from our Magazine for about seven months, and needless to say, I have indeed been through many sad and grief-filled days. My father was in St. Joseph's Hospital in Lewistown, from March 17 until the middle of November; and my mother was taken ill the last of April, and we lost her the 22nd of May. Since that time I have spent the greater part of my time at the bedside of my father, where his life was despaired of many times. However, he is now at home on the ranch out of Hilger, and we are thankful his life was saved after all. I know that every one will understand what I have been through in this trial, and especially the illness and to me, sudden death of my beloved little mother. I want to now extend my deep appreciation and thanks to every one who helped me so many, many times during those dark hours when at the best I felt so very much alone. I especially want to thank the chief dispatcher and office force at Lewistown for all they did, and to Superintendent and Mrs. Cleveland and Mrs. Hanson for calling on my dear parents in their illness, and the train and engine crews on the Roy and Winifred line. In fact, every one did everything they could to help, and our family thank them all once more, for the many acts of kindness shown us all.

I am so far behind in the news on the R. M. Division that I don't know where to start and I guess I best not start a real news letter until next time . . . and then if I write all that has happened it will take the whole Magazine to print it.

I do wish to broadcast to the whole world though, that our popular third trick operator is the proud father of the most wonderful son ever and as he is several months old now, he can both walk and talk, or so we have heard. Congratulations! Believe his name is Joe, but am not just sure enough of it to say so. Will let you know next time. His dad says he is going to be a train dispatcher in a few years.

We are only too glad to tell of the election at Salt Lake City, Utah, of John Rice, son of Conductor John Rice, of this division, now running on the Northern Montana. Mr. Rice was elected County Attorney with four thousand votes over his opponent and we extend our congratulations to him. He was a Deer Lodge young man, finishing high school there, and later attended the State University at Missoula. He has been in Salt Lake City about four years and his election most surely proves his popularity there. May he go on right straight up the ladder of success.

Mrs. Homer Chollar and family have gone to Florida where they will remain during the winter months. Mr. Chollar is at present on the Lombard helper, but will perhaps follow them to the "farm" later on, when the snow starts falling fast enough.

Everyone is sick with colds, flu and a bit of whatever comes along with this open winter, and what goes with it. The local hospital has

been well filled with patients, including the doctors who took turns resting for a few days. The train dispatchers take turns working for each other while the other one recovers from his spell of the flu and every one and their families are just getting it or just getting out of it.

While I have been away, Mr. James Beatson and family transferred from Harlowton to Three Forks where they are indeed welcome. Harlowton will have to get along the best way it can now without "Jim." It's our turn. Their daughter is attending high school here and a son is at Missoula.

Also what else happened without me knowing anything about it, but they went and promoted R. W. Magett and sent him away over to Miles City and sent Mr. C. G. Bleichner from there over here in R. W. M.'s place. Well, good luck to you, Mr. Magett, even if you are a stranger in a strange land. They are bound to find you out after a while, and bet they like you too, same as we do. Remember what I told you would happen soon as you got a ride in a private car? Welcome to the R. M. Division to Mr. Bleichner too, although he is no stranger to us. We used to do as he told us to many years ago, and I am not going to say how many either.

Mrs. Jorgenson, wife of Engineer Jorgenson, has returned from the summer spent in Norway. She had a lovely visit and we all envy her such a nice trip. She also visited Harold while in the east. He has been lately transferred to Pittsburgh for his firm.

We regret to write of the illness and death of little Robert Brasch, son of Mr. and Mrs. Edwin Brasch of this place. The little boy had been ill since last May and had been in Seattle most of the summer where everything that could be done in the way of care and medical treatment had been done for him. He was fully recovered from this illness and had returned home when he contracted pneumonia and passed away in this city, November 4. Interment was made in the Three Forks cemetery. We offer our deepest sympathy to the mother and father who mourn the loss of this sweet little boy.

Mrs. A. C. Bowen, wife of Superintendent Bowen, of the Northern Montana Division, has been visiting friends in Three Forks for the past few weeks. She was a guest at the Anderson home here, for some time, and has returned home to Lewistown now.

I will just say in closing, however, that a strange thing happened once last summer, while I was returning home one Saturday evening riding through the Canyon on No. 15. I looked across to where the old Jaw Bone right of way plainly showed below ours and I could hardly believe my eyes but if there wasn't a Milwaukee 4,000-ton double helper freight train just traveling along that grade as slick as you please, just like a double track or something. I found out later on, it was Engineer Roy Wade and Helper Engineer Sam Rodda on their first trip after being promoted; and just concluded "those young engineers would try anything once!" And again, I heard later, that it was an old Jaw Bone engineer pulling the train and he had a meet around there some place with some of "these here new fellers," an' no use takin' any chances, the ol' Jaw Bone

used to be safe enough, no reason why it wouldn't do now. Of course, I will have to trace this last report . . . as to what I saw with my very own eyes. Well, no one would doubt a lady, surely.

Iowa (Middle and West) Division

Ruby Eckman

PERRY friends were pleased to learn of the marriage of Conductor John Reardon, which took place November 10 in Mineral Point, Wis. Mr. Reardon was married to Mrs. Nettie Rinehart, his sister-in-law. They will make their home in Marion.

Being away from home on a birthday anniversary proved not so bad for a couple of Marion men in November. Division Master Mechanic W. N. Foster had business which kept him in Perry on his birthday, so Mrs. F. R. Hoes, wife of one of the assistant foremen at the roundhouse, prepared a birthday dinner with a cake with the required number of candles and everything, and invited a few friends of Mr. Foster to the home. A couple of days later, Richard Crews, a machinist, celebrated his birthday. He had to work, so Mrs. Crews and his mother came out from Marion to spend the day with him. Mrs. Hoes also planned a little party for Dick.

Engineer Harry Julian has been confined to his bed for a few weeks by an accident which resulted in the bone at the base of the spine being cracked. Engineer F. L. Hanner, another Iowa Division man, has also been confined to his home for several weeks on account of sickness.

Mrs. J. E. Kent, wife of one of the veterans on the Milwaukee, died at the family home in Perry November 10, following a two weeks' illness. The Kent family have lived in Perry forty-three years, Mr. Kent being one of the earliest employes, having served as oil house man for many years until his health was such that he could not stand the work.

Brakeman Lee Lones and wife, accompanied by his sister, Lillian, and a cousin, Mrs. F. E. Cross, all of the Milwaukee family, figured in an auto accident November 10, when their car slipped off a grade on account of the shoulder of the grade giving away. None of them were seriously hurt, but considerable damage was done to their car.

John Sheets, of the track force in Perry yard, was at the Lord Lister Hospital in Omaha in November for an operation on his spine.

Beverly Jean is the name which Conductor Fred Briggie and wife gave to a new daughter born to them November 8.

Mr. and Mrs. Roger Orman of Ogden are the parents of a son, born November 8. The lad's parents are not now members of the Milwaukee family, but both were at one time, as Roger worked in the Car Department at Perry, and Mrs. Orman, who was formerly Grace Zion, worked in the Store Department. The lad's grandfather, George Orman, is in the Milwaukee family at Perry.

Engineer Milo Dillon has taken his annual leave of absence, and with Mrs. Dillon has gone down into the Ozarks to spend the winter. Milo says there are plenty of young engineers

looking for work, so he will give them his share during the winter months, and will be back home in Iowa when he is sure the weather will be mild.

Brakeman Francis Glenn's eight-year-old daughter Mary was operated on for the removal of her appendix the fore part of November. The little miss was at the hospital for several days.

Harry Hull of the roundhouse force, who has been in California for several weeks for his health, has returned home and resumed work.

Conductor J. M. Herrick of Perry, and Miss Nellie Morgan of Tabor, Iowa, were married at Nashua, Iowa, on August 4. They didn't tell any of their friends of the affair until a couple of months later. They will make their home in Council Bluffs.

Mrs. John Prime, sister of Mrs. James Wagner of Perry, died at the King's Daughters Hospital November 2, following a long illness. Mr. Prime was for years a member of the repair track force at Perry.

Assistant Superintendent W. L. Schmitz has been holding examination classes on standard rules during the last couple of weeks, with good attendance at each. All employes will have to be re-examined on the rules within the next few months, and the Iowa Division men are getting in the early classes.

Conductor Frank Chapman and wife and Mrs. Chapman's mother, Mrs. Worth, were in Chicago in October, attending the funeral of a relative.

Charles Glanville, who is employed on the track force in Perry yard, was called to Uruhana, Mo., the latter part of October by the death of his father.

Recal Trask, son of Car Foreman C. A. Trask of Perry, made a trip to Denver, Colo., in October, and came home with a little lady

whom he has since been introducing as Mrs. Trask. Their marriage took place at Littleton, Colo., October 13, and before her marriage the bride was Miss Mariana Hale, of Denver. Recal and his wife will live in Perry, as he is employed on the repair track force.

Engineer W. H. Young and wife, of Perry, were in Savanna attending the funeral of Engineer Wm. Priest, one of the veterans of the Iowa Division, who died the latter part of October. Mr. Young is a brother-in-law of Mr. Priest.

N. P. Van Maren, the newly-appointed traveling freight and passenger agent, was in Perry the middle of November, getting acquainted with employes and patrons in his territory. Mr. Van Maren, who has been employed in the Division Freight and Passenger Agent's Office in Des Moines for the last ten years, has been appointed to the traveling position, taking the place of Mr. Kane, who has been given territory on foreign lines in Iowa.

Herbert Aeck, the second son of Conductor Phil Aeck, was married November 9 to Miss Doris Seeley, of Perry. The ceremony took place in Perry, and the young people were attended by a brother and sister of the groom. Following the ceremony they enjoyed a wedding breakfast at the home of the bride's grandmother, Mrs. Gideon, in the country. Herbert is employed in Perry by the Perry Packing Company. The young people have already gone to housekeeping in an apartment in Perry.

Mrs. John Searls, whose husband was a conductor on the Iowa Division for a good many years before his death, which occurred last year, died at Amboy, Ill., October 21.

Hugh Jones, cashier at the Perry freight house, laid off the fore part of October to take his wife to Albuquerque, N. M., for the benefit of her health. Ralph Murphy worked

the cashier's job during his absence, with Harry Brulport on first trick ticket clerk's job, and Kenneth Taylor on the second trick job. Charles Prowse filled in on Taylor's regular job at the yard office.

Announcement was made in October of the marriage of James Rogers, operator at Earling, and Claire Powers, of Portsmouth. The ceremony took place October 25.

Kansas City Terminals

S. M. C.

THE bumper wheat crop of the southwest has been taken care of, and we feel that the Milwaukee Railroad played a very creditable part in its handling. We are commencing on the corn now, and hope that our record will be maintained. It seems that farm relief has already started in this vicinity—a bumper wheat crop and corn crop in the same year. There is also considerable livestock being handled.

The ranks of the bachelors grow thinner and thinner, as one by one our young men "step off." Dean Berry is the last one to whom we have extended congratulations.

Duck season has been in full swing for some time, and it is reported that the boys have had very good luck. When asked about it, however, some of the boys had nothing to say. Don't know whether they are bashful or just poor shots.

During October this year we handled 4,802 cars of oil through this terminal, an increase of 889 cars over the same month a year ago.

H. H. Alberts has been promoted to position of roadmaster, Twin City terminals, and Mr. Wm. Walsh has taken his place with us here.

The sympathy of his fellow-employes is extended to C. S. Carpenter, car record clerk at Liberty Street, who lost his mother recently.

Screw-Back Button



\$1.00

Official

MILWAUKEE

EMBLEMS

Safety-Catch Pin



\$1.15

These emblems should be worn by all "Milwaukee" employees. They are solid gold with red enamel for a background, with the gold lettering showing through. They are large enough to be seen, but not large enough to be clumsy; in fact, they are about the size of the emblems above.

You may have either a screw-back button for your lapel; or a patent safety-catch pin for the ladies.

CUT THE COUPON OUT TODAY
and send it in with currency or money order to

MILTON PENCE
701 Heyworth Bldg. CHICAGO
Authorized Watch Inspector for
C. M. ST. P. and P. R. R. CO.

MILTON PENCE
701 Heyworth Building
CHICAGO, ILLINOIS

Dear Sir:

Please send by return mail, post paid, the items I have checked below:

Solid Gold Screw-Back Button \$1.00.

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Name _____

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**FIRST
NATIONAL BANK**
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OFFICERS
G. M. MILES *President*
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Follow the Crowd to Montana's
Busiest Store for Better
Merchandise at Lower Prices

KEARNEY & KEARNEY
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WATCH FOR OPENING
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YOUR COMMUNITY
WINSTON & NEWELL CO.
WHOLESALE GROCERS

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FOR FLOWERS
For All Occasions

MILES CITY Phone 360

**Custer
Hardware and Implement Co.**

112-116 N. SEVENTH STREET

*If you need anything in the
Hardware Line, we have it*

Mother: "Dorothy, you've disobeyed mother by racing around and making all the noise. Now you shan't have that piece of candy."

Father (entering a few minutes later): "Why so quiet, little one?"

Dorothy: "I've been fined for speeding."

Page Twenty-eight

Our boys in Kansas City have organized some bowling teams. Don't fail to read about them under the bowling news.

Not having a "nose for news," it is a hard matter for me to collect items for our Magazine. All the employes like to read them—that is the first thing they look for when a new magazine reaches us—so please heed this cry for help, and send us any items of interest you may have.

Foreman L. B. Davidson has been on leave of absence for the past ten days. His place is being filled by Foreman Gus Kellogg.

Walton Madison has been promoted to the position of Assistant Yardmaster, Kansas City terminals.

S. C. D. Notes
F. B. H.

JULIA WEINS has returned to work after a week's absence, having undergone a tonsil operation. Julia is looking fine and says she is feeling much better than she has for a long time. We hope she will continue to feel that way and even better.

Bernice made a motor trip to Green Bay and, as usual, had a fine time. Took in a professional football game and a dance. She seemed rather weary on her return, so we concluded that she didn't miss much of the week-end excitement in Green Bay.

Herman and Erv left on a certain Saturday noon, all smiles and in great haste. Later we found out that Herman entertained Erv at a regular Dutch lunch and then they drove toward Racine in search of corn, pumpkins, cider and what not. Sounds interesting, sort o' like a Hallowe'en party. Sure enough, that is what developed, and how! Wish you could have seen the costumes—they were rare. It was too bad there couldn't have been several first prizes. But since only one could be awarded, Bernice won it.

We missed Jerry Rosar during his absence of more than a week. He suffered a great deal with an abscess in his left ear. But he is back on the job now, and we are glad to have him here.

It is most unusual to see Al Barndt when he isn't rushing here, there or some place else, but poor Mikie had the misfortune of injuring some veins in his left leg and he is lucky to be getting around at any speed. We sincerely hope that he will soon be back to normal.

Now I am going to let you in on a little secret. If you ever want to find Ruth Martens, drop in at the Eagles ballroom some evening and watch her go!

Herman Klatt was confined to his home for three days with a severe cold which settled in his eyes. He is back at work again and feeling fine.

Election is over and since Johnnie Trojan has paid all his bets he has gotten out his Community Button which reads "I Gave." We are watching Herman to see what he will buy with all the winnings.

Gertrude Haas spent one week of her vacation at home but spent the last week down in Indiana and reports a very fine time.

Dorothy Yakes is becoming quite domesticated since moving into her little apartment, makes tuna fish salad 'n everything and, best of all, it all turns out good. But poor Dorothy is not so handy around the house and she dropped a huge jar on her toe and smashed it (meaning the toe). But she is able to hobble around now.

Lucille Janzen left service September 15, and was married September 27. The girls in the office received a card the other day stating she is spending her honeymoon at Eagle River.

Albert Forrest has accepted the position of billing machine operator left vacant by Lucille. We hope he will like his position and the "crowd" in the S. C. D. office.

We are grieved to announce that Catherine McConville's mother passed on September 21. Our deepest sympathy is extended to Catherine and her family.

Really, we are worried about Helen, and no foolin'. She was telling us about a salesman "who is very nice" and after she had been out with him on a certain Tuesday night she had such a dreamy look in her eyes—didn't seem at all like our peppy Helen. Something must be done or we will be losing our Helen. We've lost two girls this year—now that's enough for awhile.

Harold was very generous (with John's peanuts); he passed a little scoopful to each clerk, Big-hearted Harold! Well, whether thanks are due John or Harold—we liked the peanuts.

We have another proud daddy in our midst—Carl Jaeger. A little daughter weighing about 8 pounds was born October 4. Congratulations!

Catherine McConville was in town and at Misericordia Hospital, having her tonsils removed. Poor Kate suffered so much—says she never would have had it done had she known how badly one feels afterwards. She greatly appreciated the flowers which the Sunshine club sent.

Well, last month we told you about the tar-chewing contest. It didn't take long to see the results. Frank cleaned his teeth so well that he cleaned a filling right out. Then he did have to visit the dentist and have the tooth extracted. Poor Frank went around for a day or so looking as though his mouth were full of English walnuts.

Ethel Carpenter started a fine thing last month when she entertained the girls in this office. Everyone enjoyed her party so much that Gertrude Haas decided to entertain. On Tuesday night we all gathered at Gertrude's apartment and had a most enjoyable evening, playing bridge and cootie, and some of the girls danced. A delicious lunch was served. We'll wager that Gertrude is the best chili maker on the railroad.

Idaho Division
R. C. P.

RELIEF AGENT J. A. STEPHENSON, Neppel, was hurried to a Spokane hospital recently where he underwent an operation, from which he has recovered.

Wire Chief F. J. Washburn and family have moved from Malden to Plummer Jct., to which point the relay office was moved early this year. Mr. Washburn took up his duties at Plummer Jct. the first part of October after having been on leave since March 7 on account of ill health. He reports feeling much better.

Supt. G. H. Hill of Bellingham, former trainmaster of the Idaho Division, was a Spokane visitor recently.

The passing tracks at Calder and Mozart have been extended to about 100-car capacity. Operator C. W. Myers, St. Maries, has a new Nash sedan.

The Milwaukee Women's Club staged a hard time party in their new clubrooms in the Brotherhood Bank building, Spokane, on September 26.

Dancing and cards was the main entertainment.

Conductor Pat Sheridan sustained a fractured shoulder when he stumbled over a bump in the street while running to catch a car for downtown recently.

Conductor Vandercook has Pat's run while his shoulder is mending.

Trainmaster E. E. Johnson, of Chicago, was appointed trainmaster of the Idaho Division with headquarters at Spokane, vice Trainmaster E. M. Grobel transferred to the R. M. Division.

Operator F. H. Bloodgood, of Malden, underwent an operation for cancer at Spokane recently, but it is reported that his recovery is very doubtful.

Chief Clerk W. T. O'Reilly had his tonsils removed. He wants his throat in good condition so he can make a big noise for Hoover after the election.

Train Dispatcher and Mrs. W. A. Monroe, Tacoma, are visiting old friends in Spokane while Billie is on his vacation.

Othello—Heart of Columbia Basin
AGENT SEVERS has transferred to St. Joe. Operator Young is the bona fide agent at Othello.

Chief Operator Washburn returned to work at Plummer. It is taking Fred a long time to get so he could say Dispatch "Plummer" instead of Malden.

Agent Johnstone of Fernwood spent Sunday in Othello—brought the wife along as he was afraid he would get lonesome for the tall timber.

While passing through Cusick, stopped and had a good old visit with Agent Sprinkle. Same old Sprink, except I was unable to locate any Rhode Island red chicks around.

If you should look out the window and see smoke near Novara you can expect to see Claim Agent Strickland on the next train to investigate.

Safety First Vandenburg held a car and shop safety first meeting the other day; all employes were interested and believe it would be a good suggestion if a meeting of this kind was called quarterly.

Mrs. McDonald and Mrs. O'Bryan visited in Othello, getting new members for the Women's club. I believe they made a new record in getting new members for the short time they had between trains; in fact, they were so busy writing them up that they wore out the point on a new fountain pen. This was used after the bunch at Othello got tired of sharpening pencils for them.

The bunch at Othello were familiar with the good work the Women's club has been doing, and with such good solicitors as Mrs. McDonald and Mrs. O'Bryan, all that was needed was the necessary blanks to fill out.

Supt. Fuller and Division Engineer McDonald, while making inspection of the Warden line and having a few minutes to spare decided to play give and take. Drawing straws for the first move, Mac won out, but, understand, Mac being a Scotchman, the game never got started.

Engineer Noble called Engineer Farrier over to see the radio he just built. Harry trying it out remarked, "Sure could tell it was built by an engineer as she whistles for every station."

Manager Fuller's team has been strengthened by Captain E. E. Johnson from the big league. With this added strength the Idaho Division will cop the pennant when the efficiency sheet comes out for the year.

Conductors Miller, Little, Quimby and Staeger have a busy time trying to figure ahead who will be on the day runs. Brakeman Choate states it costs him more for cigarettes when handling the locals.

Conductor Boardman, after consulting the dentist decided to quit smoking as the old pipe was wearing the teeth away.

Storekeeper Ellis has promised us a bunch of notes but the same old story, none in stock, but will order some.

Engineer Lu Mohr visited at the office last Sunday. Conductor Donovan tried to get him to give some news on Tim Linehan, but you know, Lu is known as Silent Lu. I would not have sent it in anyway, but was afraid R. C. P. might get hold of it.

Illinois Division
Savanna—Freight Office
M. J. S.

A SAFETY FIRST meeting was held in our office on November 7. We enjoyed a short talk from Mr. Thurber and Mr. Cobb in regard to safety first.

We now have Francis Brennan working on the Transfer job. He is relieving Huff, who entered the hospital at Dubuque on November 14. Here's hoping you a speedy recovery, Huff!

Several of the office employes were engaged in a conversation regarding the difference between red and cayenne pepper. Here are some of the following remarks:

Bill: "They use red pepper in chicken feed."
Nelle: "What's that for?"

Ed: "Well, it gets the chickens so pepped up, they don't know of anything else to do, so they lay an egg."

Mickey is now taking the last three days of his vacation. He went rabbit hunting one day, but I understand he carried a club instead of a gun. He seems to have more luck.

We also have another prize hunter among our gang—Merle. Why, he killed 4 rabbits last week, but he shot 21 times. We are truly convinced that he scared the little bunnies to death.

Nelle and Mil have gone in for acrobatic training. Nelle is a little heavy on her feet yet, but she'll make it with a little more practice. Mil can turn a somersault in the air real well.

Bill's favorite saying: "Are they coming with that cow?"

All A. J. R. needs now is his fur cap and fleece-lined shoestrings, and he'll be all set for winter.

La Crosse and Northern Division
Eileen

YOU all know COAL FLAT MILLER, With the ladies he's a killer, There are times when his old neck does blush a bit.

As a bowler he's a roller, And you bet he'll vote for Kohler, But what is it that he'd like to do with Whitt?

John E. Wilson, age 81 years, and former switchman of the Milwaukee Road, died at La Crosse, September 13, 1928. With the passing of Wilson, death claimed the last La Crosse yardman prior to 1880. Mr. Wilson fired the first coal burner that came to La Crosse in 1874. This engine was used to transfer cars from La Crosse Yards to the old Southern Minnesota road at Hokah, Minn.

In 1876 he took up the vocation of switching and followed it until his retirement six years ago. In 1890 he was elected Grand Master of the Switchmen's Mutual Association of America. He held that position four years, after serving five years as director. He was also a soldier in the Civil War and a member of the Masonic Order and a resident of La Crosse for sixty years.

In writing of his death, Conductor Bill Shafer stated that he had switched with him in 1888 and 1889 and found him to be a prince among men. "Besides being a good worker he was a genial companion, a good orator and one grand entertainer. His deep-toned voice could hold and sway any kind of an audience, to tell of his exploits in the Civil War and his miraculous escape from Libby Prison were wonderful tales, but to tell of his experiences when Grand Master of the S. W. A. of N. A. was the best of them all. In the year 1892, at the Grand Convention at Buffalo, he held the chair for four weeks, he wielded the gavel and held the gang in line.

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300 delegates and representatives from every corner of the United States, Canada and Mexico were there. For four weeks he kept that bunch of wildcats and dynamiters at bay. They wanted to strike, fight, burn and destroy, but he pounded them down. Wore out two gavels during the proceedings and beat them to it, thereby averting what would have been the greatest strike in the annals of railroad history."

Alas, the Brush Club is doomed to ruin, for has it not actually been recorded that Pete Hollinshead and Spark Plug Martin have permitted the high winds to arbitrarily wreck the gridiron eleven which only recently adorned the most prominent locality, directly beneath the pro bacio? Even our old friend, Conductor Billy Hill, has dispensed with the alfalfa. Alas! The Brush Club is done.

Yes, our friend, Conductor Chas. Draves, is getting more popular every day. Only recently was he introduced to the Chief of Police at Oconomowoc, who promptly ushered him to the chambers of the judge who was also anxious to meet Charlie. Well, Charles did not know what the latest football scores were, so his next best bet was the cars. He told the judge a lot about air, draw-bars, hot boxes, train control and caboose hops. The judge listened intently and finally said, "Your story is as long as your train, and all the time you did not mention the crossings, so the next time you stop on our crossings, my boy, all the things you told me about won't hold a candle to what I'll show you in our beautiful city. Glad I met you." Charlie took the cue and exited. After he got home we noticed he didn't have any Oconomowoc stops in his time card.

Say it with brakes and save the flowers.

What's this we hear about our station master at Milwaukee, Mr. Sovig? Reports have it that he sojourned on a hunting expedition. Let's hope that he brings back the lemons.

In a later issue of The Magazine (I don't know how late), we expect to present to our worthy readers a snapshot of Yardmaster Bloomfield in the act of inaugurating the new Manifest system. Rumor has it that Tom exemplified a new windmill signal at the time which will no doubt be incorporated in our standard code eventually.

Ace in the hole, deuces wild, wild women, black bottom, Charleston, Tia Juana, Hollywood, flappers, shiners, leggers, automobiles, flying machines, Dumb Doras, Beanery Queens—Oh, why, Oh, why, were a lot of us old birds born forty years ahead of these times?

A new 150-ton capacity mechanical coaling plant was put in operation at Portage on November 2, 1928. This will do away with one of the old landmarks of Portage—the old trestle coal shed which has stood for many, many years. The new coaling plant was constructed at a cost of \$25,000.00, and will serve both main line tracks and the engine tracks. A new sand tower is being erected in connection with this so that engines can take coal, water and sand at one spot. This will make for greater efficiency in our operation.

Persistent rumors indicate that Scoot Smith and Spike Farnham, the popular wire ventriloquists in the Portage Dispatcher's office, are fully established in a new side line which promises a brilliant, though hard, future, insofar as the service is concerned. Both gents have thoroughly mastered the art of mixing concrete and right now they are negotiating estimates on a retaining wall of sufficient strength to withstand the terrific wave lengths Sam Hunter inaugurates on the Dispatcher's telephone during the heavy sessions. Scoop can't see why his assignment consists of handling the shovel only, and Farnham can't see why it is so hard to convince Scoot that in order to make the new undertaking a success,

each man must confine his best efforts to an assignment which he can master so well as to completely exclude competition. Let's hope the boys don't run out of concrete.

Since early spring, all through the summer, and late into the fall, we have been toiling to make our La Crosse Division one of the finest pieces of railroad there is—how well we have succeeded we leave to the judgment of those who travel. Our principal efforts were centered on the West La Crosse Division, consisting of trackage from Portage to La Crosse, and it is interesting to know something of the gangs themselves, and of the equipment and material used, in fixing up this very fine piece of railroad.

From Tunnel City to .7 of a mile east of Tomah, from Raymore to a mile east of West Salem, and from a mile east of Medary to Camp 20 at La Crosse new rail, ties and ballast have been applied. Also there are some new No. 11 crossover switches. A No. 16 turnout was used for the single track switch between Tunnel City and Raymore. This for the purpose of speed. At Medary and Grand Crossing, No. 16 crossovers were used. Each gang was equipped with a rail-laying machine and an electric tie tamper, while the other equipment consisted of rail-laying machines, tie-scoring machines, a Jordan ditcher, ballast dressing machine, rail unloaders and clamshells, and an American steam ditcher. Each of these machines can do the work of many men, thus creating a big saving in man power as well as doing the work more efficiently.

Roadmaster Moberly had a gang of about 130 men; General Foreman Buffmire had about 230; Loftus had about 120; Mallas had about 260 while Alberts had 240 men. Each of the gangs had their own work, one taking charge of the skeletonizing, another the rail laying, another the ballasting, one the surfacing and another dressing the track.

Mr. Paul Mooney, a resident of Lyndon, Wisconsin, recently discovered about a six-inch piece broken out of a rail. He promptly notified the agent at his home of the condition, so that it could be taken care of before No. 55 arrived. Such care and interest on the part of others is surely appreciated by the railroad Co.

"Among Us Moderns," is the title of a new book to be published in the very near future by Agent G. W. Webb of Watertown. The plot is woven around the plight of a man traveling with a coach filled with women returning from a big woman's club convention, who is threatened with ejection from said coach and the difficulties encountered in proving his right to travel thusly.

Sparks from the East End of the Electrification

Adolph Knudson

AFTER being away from Harlowton for almost a year, most of which time they spent at Martinsdale, Lombard, and in the canyon, Luke's gang is back with us. The way they started to tear things to pieces, and put them together again, was grand to see. They raised perfect hob with things in general—that is, Art raised the hob and Jim put the prop in under it.

It is said that Art's sweetheart became so lonesome after the gang moved from Martinsdale that she moved to Missoula, and now Art has to go further to see her.

Traveling around down there in Cuba, where he attended the convention of the United Spanish War Veterans as a delegate from Montana, didn't change Trans-Missouri Conductor J. S. Waters one bit. Having returned home the latter part of October, he is again riding the cabooses on the west end.

October 23 was a big day around this terminal. That was the day the Montana "Better Livestock Special" was here. It was parked in a nice sunny spot, on the new material track, where the 800 in attendance gathered in comfort.

Don't be surprised if you hear of a shortage of gasoline in Montana—though it flows from wells out here. The gas consumption, locally, has greatly increased. Y. E. Miyoshi and his son Toru, employes of the Store and Locomotive Departments, received their new car two weeks ago. It's not a Ford, either. It is a Chrysler Plymouth. My! How they do step on the gas, too. They called for my mother and I, and took us for a ride out the Shawmut Road when the car had only traveled 18 miles. Say, but that car looks and rides like a million dollars.

Mrs. Arthur McCabe, wife of freight house cashier at Avery, and son Michael, spent several weeks visiting at the home of her sister, Mrs. William Van Dyke and other relatives here.

Mrs. A. A. Arnold, wife of Trans-Missouri conductor, spent several days visiting at Butte, the latter part of October.

There are several ways one can get a good overcoat, either new or second-hand. One way is to help decorate the hall for a "Shrine Club" dance; be sure your boss is there also; leave before he does; take his coat and leave him your old one. Don't go direct to a poolroom and start playing cards though, the boss can find you there. Ask Bill.

Who do you suppose came over from Three Forks to attend the "Shrine Club" dance? I'm not going to give you a chance to guess. It was none other than Lineman and Mrs. J. R. Beatson. They made themselves right at home, too, among their old friends and neighbors, who were glad to see them.

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CHICAGO

Several of our eligible bachelors were carelessly omitted from last month's "leap year" list and were very peeved about it. Here they are, girls:

Roundhouse: B. "Spike" Edson, toots his horn in an orchestra and the local band. Receives letters from Roanoke, Va., written in a feminine hand.

Car Department: Herman Dimmerman, handsome, good dresser and a regular fellow. Watch your step here, girls, he knows how to apply the air—to freight cars.

Station Forces: Augie Berge, has a car and not afraid to drive it, oil magnate—may be wealthy some day.

Harold Backen, Jr., big, blond and bashful. Runs when a girl comes his way. Will have to be caught after dark.

Quite a number of the roundhouse men have answered the call of the wild and gone deer hunting this fall. Here are the few whose names we have heard in this connection: Jack Cathey, A. J. Mooney, J. H. Todd, Ed. Oliphant and Dave Wagner. We do not know, with the exception of Jack Todd, who divided his deer with us—it sure tasted fine—what success the boys had.

Stationary Engineer Gibson, as this is written, is enjoying a sixty-day vacation in some sunny southern clime. He is being relieved by Max Wirth of Melstone, brother of Walter and Leonard Wirth, old heads here.

I. and D. Items "Proxy"

MR. H. GASPHER, of Marquette, called at the office of the superintendent October 31. It seemed like old times to see Mr. Gasper around here again.

Otto Secory was another old friend who paid us a visit about the same time.

Ina Trewin of the Superintendent's Office, spent a couple of days in Minneapolis the latter part of October.

One of our rising young poets ran off the following ballad in one of his few spare moments, and dedicated it to one of the boys in the Superintendent's Office.

She likes my hair pompadour,
I never cared for a pompadour,
But—she says a pompadour for me
So that's my weakness now.

She likes jade green rings,
I never cared for jade green rings,
But—she likes jade green rings,
And that's my weakness now.

Miss Juliette Quandahl, daughter of N. N. Quandahl, cashier in the Mason City Freight House, was married to Robert Turk, October 25th.

Irma Wilhelm of the Superintendent's Office, went to Sheffield, November 7th, to attend the Golden Wedding Anniversary of her parents.

Mrs. George Warner, Mrs. Cody, Mrs. Trewin and Mrs. Davis, attended the Women's Club Luncheon given at Chicago, October 20th.

Understand the chief clerk in the Storekeeper's Office has good luck every once in a while in getting his car started, that is, he gets it going just before a certain steno finishes her dash to the street car.

It would seem as though the file clerk in the Superintendent's Office would need the use of more than one bank since he has started betting—with the winnings from the World Series, football games, and the election, he surely wouldn't keep all that dough on his person.

The girl clerks composed the serving committee at the recent Women's Club meeting. We were surprised to hear that it was Mr. Ingraham's birthday, which was announced when a birthday cake with candles on it was brought out to the guests.

Miss Bradberry, clerk at Mason City Freight Office, received a nice box of candy from a friend on the I. & M. How come, Carrie?

One of the tragedies of the election was Leo Gribbon moving from Clear Lake to Mason City, thereby losing his established residence.

High Pressure Pete of the Division Storekeeper's Office, has almost learned to drive a Ford coupe now. Better wait girls, until he has taken a few more lessons. He still drives with both hands.

Baggage man Bill Woodhouse at Mason City caused quite a sensation on November 2nd, when he appeared in Woolworth's five and ten-cent store, with his station baggage man's cap on. Women fought their way to him like to a bargain counter, trying to check everything from babies to pins, thinking Woolworth's had installed a new department.

Want Ad. in Sheffield weekly paper: "Lost—Three little lambs. If found return to Mr. Farmer." Julius Weile told us he shot some jack rabbits while home over Sunday. Could this have been where the lambs were lost?

Our Yardmaster, F. H. Dickhoff, spent a couple of days and several boxes of shells duck hunting last week. Did we have ducks? O yes; some good neighbors gave us a couple, but F. H. D. says the weather was not right.

Bill Woodhouse says that the station baggage man's work at Mason City has fallen off considerably since they have quit shipping Democratic campaigners by baggage.

W. A. Lindquist and family spent Sunday at Minneapolis this week. He brought us all some nice lutefisk.

Our lineman and radio doctor, C. Blanchard, visited in Minneapolis recently. Return trip made in three hours and forty-five minutes—and still some people say his Essex is an ice wagon. Erma says an Essex is all right.

Talking of fuel conservation, Carl Dunavan says if he can devise some means of applying all the campaign hot air let loose in the yard office nowadays he could run the I. & D. Division for the coming year without any coal.

Our Trainmaster, O. A. B., sure looks sleepy these days. What's the reason? Why, a new radio, of course, and just in time to enjoy Al Smith's speeches (?).

We haven't heard anything more from the boy friend of the S. M. Division. We thought maybe he was waiting for Ruth—so are we.

Mrs. A. N. Anderson, wife of the agent at Clear Lake, Iowa, was called to Lemmon, S. D., on account of the illness of her mother.

Mrs. H. B. Peterson, wife of the agent at Sheldon, visited at Clear Lake for a few days, the first part of November.

The clerks at Mason City are going to put on a dance at the Armory November 22nd. From all reports they are getting good co-operation, and expect to put the dance over big.

W. C. Buirge, conductor, returned from a two weeks' visit at Philadelphia, and was so fortunate as to be there when Al Smith made his big speech there. Bill also had the pleasure of meeting the Governor, and reports him as great!

J. M. Trayer and family visited at Dubuque several days the first part of November.

V. P. Sohn from New Hampton did the relief work in the Dispatcher's office at Mason City.

C. H. Slagle returned from a few weeks' vacation spent in Illinois visiting relatives.

L. Anderson, former chief clerk in the Division Storekeeper's Office at Mason City, was in the city calling on friends November 10.

Stasia Harding of the Master Mechanic's Office, left November 9 for a week's vacation at Cedar Rapids.

Frank Murphy, clerk in the roundhouse at Mason City, went on a hunting trip for a few days the first part of November.



The "Angry Mob" of the Forest Glen (Ill.) Track Elevation Office Force

At the Cross-Roads of the World Roberta Bair

MR. JOHN H. STEWART, chief clerk to Superintendent A. J. Elder, left the Terre Haute Division Monday, November 12, for Chicago, to become chief clerk to Assistant General Manager Rummel. Mr. Stewart had served as Chief Clerk to two superintendents on the Southeastern prior to the line being taken over by the Milwaukee in 1921. Since then he has served as Chief Clerk to C. H. Buford, N. A. Ryan and our present Superintendent, A. J. Elder.

"Jack" is not only capable but he has proven himself diplomatic and likable in handling matters with the employes of the railroad and the public. Representatives of the Traffic Department all agree that "Jack" was at all times helpful to them in procuring and holding business by going out of his way to do something to assist in moving the business or to get cars or some desired bit of information for a shipper. He has a host of friends on the Division who will miss him but who wish him success such as must surely come to him.

We are very pleased to announce that Fred Pearce, our chief timekeeper, has been chosen to assume the duties of chief clerk to our superintendent, and Fred Mancourt to fill the position as chief timekeeper.

Bob Burns, field engineer, is out on fall tie inspection, and at the same time collecting in his Christmas tobacco from the section foremen along the line. Bob says he will miss his annual donation from former Roadmaster Joe Gilkinson this year.

Our timekeeper, Hugh Bragdon, his wife and little daughter, are spending their vacation on a trip to Albuquerque, N. M., Yuma, Ariz., and Los Angeles, Calif.

On Wednesday, November 7, the Locomotive Department and their families enjoyed a pot-luck supper and party at the Milwaukee Women's Club rooms. The supper was served at seven o'clock, after which Miss Claire Marie Blackwell entertained with two readings, Bobby Notley with a song and James Blackwell with a piano solo. Music and games were enjoyed throughout the evening and we want to thank Mr. E. L. Notley for his vocal selections and the locomotive quartet for their version of "Sweet Adeline." Twenty guests were present, and everyone is very much in favor of another party soon.

We would like to know what Ethel was thinking about while standing on the street corner in Bedford, waiting for a street car, and if the Monon train coming down the street helped her to know the difference between street car and railroad tracks.

Miss Alice Church spent the week end in Detroit visiting friends, and we are sure that Alice had a good time, for she never has anything else.

Misses Martha Swanson and Eleanor Faris, together with Mrs. E. L. Kenney, attended the general get-together luncheon of the Milwaukee Women's Club in Chicago, October 20. According to all reports, they had a glorious time, riding the rubberneck busses, etc.

Mr. M. M. Dick is now the proud owner of a Victory Six Dodge sedan. We are all hoping for a ride in that new car sometime in the near future.

Miss Ethel Dick, who was formerly employed in the District General Car Foreman's Office, has returned to service.

On October 18, Corrine McWilliams, who is employed in the Car Foreman's Office, was married to Samuel Klaus at Indianapolis, Ind. Mr. Klaus is an employe of the Pennsylvania Railroad. On October 26 several railroad friends surprised them at their home on South Ninth Street and they were given a set of silverware as a present from the Hulman Street employes.

Miss Eleanor Faris entertained Monday evening, November 5, with a party at her beautiful new home on East Hulman Street. Her guests were the girls employed in the Hulman Street offices, and her sewing club. The evening was spent in sewing, and a delightful musical program was enjoyed.

WEST CLINTON

Now that everything has taken to the air—air mail, aerial attacks in football, hot air in politics, etc.—we find that even the steam heat from the roundhouse is brought to the hotel and yard office by overhead pipes; so it looks as if we are all set for the cold weather.

Operator G. W. Shingshang relieved Pat Page several days about the middle of November. Pat spent his short vacation hunting.

Our hustling little agent at Blanford had a very nice increase in business in October. He also received a car load of grapes. Keep your eye on the Federal men, Mickey.

Mac—"Have any of your childhood ambitions ever been realized?"

Herb—"I should say so. When my mother used to cut my hair, I always wished I hadn't any."

Nine mines are now in operation in the West Clinton District. This is an increase of one over last month. We hope that business will permit the opening of other idle mines in the near future.

Guy Kelley was on a hunting trip "Armistice" week, and was relieved by Conductor Males.

Speaking of hunting—Carl Ditto has already hunted about \$22.50 worth this season.

J. B. Reed, our genial auditor of the Division, spent a day with us the first of the month.

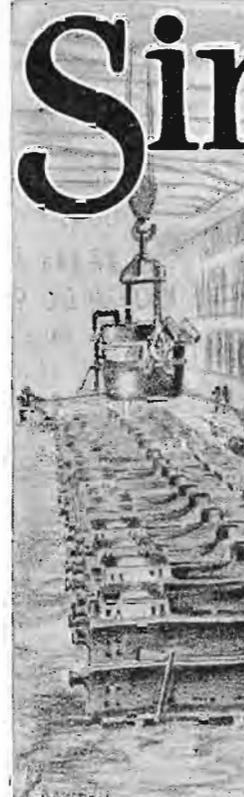
Regular meeting of the K. O. A. Club will be held on November 30 at the club house. All the members know where. It is important that all members be present, and if they are not there, they will be held to strict accountability. By order of the "Grand Fish-Frier."

We are proud of our Division, and here is our decision:

Wilson, Russell, Ford and Clark,
Men who have really made their mark.
Kindred, Adams, Guirup and Ball,
Truly very good railroaders, all.
Ernhart, Hadden, Reynolds and Males,
Boys who have weathered many gales.
McBride, Nelson, O'Day and Hill,
Veterans who have added their skill.
Owens, Miller, Flynn and Hornbeck,
Always relied on to prevent wrecks.
Spaulding, Milligan, Braden and Kyle
Render service with a smile.
Stewart, Eaton, Norbeck and Flynn,



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Men are continually surprising the world by doing what has been pronounced impossible. The old arch-bar truck with its 41 pieces was considered a most satisfactory truck until Bettendorf created a new and more efficient truck with only ONE PIECE.



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You may safely refer your boiler water troubles to us.

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122 South Michigan Ave. CHICAGO

All are in the game to win. Acton, Reed, McGinnis and Doyle, Doing the work according to Hoyle. Wellman, Hadley, Stultz or Dunn, Equally good on any run. Many more we could easily name, Who have equally won much fame, If we could only make them rhyme, And we had just a little more time.

Fullerton Avenue Building A. M. D.

ON OCTOBER 10, at 9:00 A. M., the marriage of Caroline V. Harrer and William P. Heuel, our auditor of Overcharge Claims, was solemnized at Morton Grove, Illinois. The couple was attended by their respective families and a few close friends. A wedding breakfast was served at the home of the bride after which the happy couple embarked on their honeymoon trip to California, by way of Seattle and Vancouver. We wish to extend to the bride and groom our heartiest congratulations and every good wish for their future happiness and prosperity.

In our last issue reference was made to a surprise party given for Mrs. Elsie Morrison (nec Schroeder), in which we stated that the party was given in the Women's Club Room on October 11. This statement should have read "given at the home of Esther Selk."

The "Flying Glodens" of the Freight Auditor's Office, are on the wing regularly now between Chicago and Minneapolis, via the air line. Agnes and Florence think any other means of transportation entirely too slow.

A delegation of his friends in the Ticket Auditor's Office visited the home of Emil Pfaffenbach, Train Auditor in Watertown, Wisconsin. The delegation consisting of Harry Krumrei, T. J. Martin and family, Manus Blumber, and "Gus" Rhode and wife, participated in a duck dinner for which Watertown is justly famous. A huge pile of duck bones told the story of the success of the dinner.

Beg your pardon. In our last issue we told of a burglary in Deerfield. According to the article the robbers had entered the front door of the Mau home. We have been corrected—the side door had been left open to allow Kate's brother to enter. It is also reported that a sum of money had been purloined.

Mr. F. N. Webster has a miniature hat store home. Any employe of the company who wishes to buy a brown derby will kindly call on him, as he won seven of them on his favorite son in Wisconsin.

We are glad to hear that Mrs. S. J. Cooley is now on the road to recovery and is gaining in weight and strength.

About a dozen of the young ladies in the "K" Bureau staged a Hallowe'en Party at the home of Marie Sigel, at which a variety of characteristic costumes were worn. From a photograph which was taken at the party (we are pledged under oath not to describe the scene), it would appear that these young women are past masters in the art of giving Hallowe'en Parties, and are recommended to those desiring information regarding peppy parties.

Irene Nolan of the Freight Auditor's Office, is now to be addressed as Mrs. Alfred Komoll. Popular little Irene marched to the tune of the wedding march November 10, and surprised all the boys and girls in that office.

Roy Shiffer of the Ticket Auditor's Office, has a new shining sport model Ford. Roy was always considered a hard man to get, but what chance has a poor girl now.

Electric Flashes from Deer Lodge and the West Rocky Mountain Division

By "Willie"

CONDUCTOR E. J. TAUBMAN spent ten days visiting in New Orleans and other points along the big creek. He says things are not like what they were some years ago when he worked in that part of the country.

Engineer and Mrs. A. E. Blundell have returned from a visit with relatives in Milwaukee and Chicago.

Mr. G. T. Spaulding is now our traveling engineer. Mr. McAvoy resigned, and is again on the passenger run, Deer Lodge to Harlowton.

Well, the much-talked-of election has gone by. I suppose there are some who are not satisfied, but then, we can't all be satisfied. To those that are not, let's say, "Hit her with a smile," and find something else to talk of. I often wonder what the newspapers will find to talk about when one of these big issues are over.

Lou Boedecker, conductor on the West Rocky Mountain Division, was elected to the

office of sheriff over his opponent, Fred Valentin, by 52 votes. Lou says it isn't any foot race with only man running.

Mrs. Chas. F. Davis has returned from Minneapolis and other points, where she visited friends and relatives.

Mr. and Mrs. Jake Schuler visited with Mrs. Schuler's parents, Engineer and Mrs. McDowell. Mr. Schuler was at one time a clerk in the local yard office.

Mr. G. A. J. Carr made a business trip to Milwaukee and Chicago.

Mrs. Frank DeAtley, of Kansas City, is here to spend the winter with her parents, Mr. and Mrs. Chas. Bartlett.

The people of Alberton were shocked to hear of the death of Mrs. W. O. Milligan in a hospital in Missoula the morning of November 10. While her death was not entirely unexpected, no one looked for it at this time. At the time of this notice no arrangements for the funeral have been made.

On Saturday, October 20, the clerks of the local offices got together at a fancy dress party, which was a big success, owing to the presence of Mr. Gordon Craig, who added much to the entertainment of those present. It took a long time to figure out some of the persons present, but they finally had to give themselves up as to identity.

Miss Elise Collins, sister of Fireman Fred Collins, has been relieving in the Superintendent's Office, while Mrs. Gertrude Kerr is on a leave of absence, due to illness.

No one knew just how much dramatic talent the C. M. St. P. & P. had in its employes until the Legion Follies were here, October 23 and 24, to say nothing of the trio composed of Bill Hoskins, Hugh (Booie) Evans and Happy Wright, who were the hit of both evenings.

Mrs. Chas. Hoffman, wife of our electrical foreman, is spending a month visiting her mother in Sacramento, Calif.

We are wondering what is taking Engineer Grover Embry away down to Ashdown, Ark., and Durant, Okla. He says to visit his mother, but we wonder.

Everyone is glad to have Miss Anna Goldie back at her desk as chief timekeeper after a six-months leave of absence. Doc Burns, who has been relieving Miss Goldie, has gone back operating.

Engineer J. J. Flynn is asking that all switch engines to be sent to Butte be held for his turn. He likes these short runs.

Dubuque Division

E. L. S.

DUBUQUE Division is losing another trainmaster, Mr. W. J. Hotchkiss, who was transferred to Superior Division November 15. Mr. Hotchkiss came to this Division from Savanna, where he was chief dispatcher, in July, 1927. His many friends on the Division regret to see him go, but wish him success in his new field of labor.

Roadmaster N. F. Kelsey from the C. & M. Division dropped in at the Division offices recently to pay us a visit.

Trainmaster E. G. Kiesele, of the C. & M. Division, and his family motored to Dubuque the first part of November to spend a few days' vacation with relatives and friends.

The Superintendent's offices at Dubuque are now cleaned and painted, and look first rate.

Switchman Geo. Kleinow tendered his resignation during November. He expects to enter the carpenter trade at Marquette.

Mr. L. G. Connell, yard foreman, Marquette, was recently appointed night yardmaster at Marquette.

Chief Clerk Kinney had the sad misfortune of breaking his pipe not long ago.

Mr. J. E. Bjorkholm of Milwaukee was a Dubuque visitor October 26.

The following Chicago officials were in Dubuque October 24 to attend the funeral of Sam Schauer, General Chairman of Locomotive Firemen: F. H. Allard, staff officer to General Manager; C. L. Kennedy, General Chairman, B. of R. T.; Robert Stockwell, General Chairman, B. of L. E.; M. Reynolds, Secretary of B. of R. T. Mr. Allard was a conductor on this Division some years ago, and his many friends were glad to see him.

Trainmaster J. W. Blossingham of the Illinois Division called at the Dubuque offices Sunday, October 21.

No, John isn't raising that misplaced eyebrow on account of any election here; neither is Larry.

Several of our passenger conductors were laying off during November. Conductor Cutting laid off, we presume, "to vote," also to visit his daughter in Minneapolis. Conductor Merwin was on the sick list, as was also Conductor Laury. Conductor "Jim" Cassidy, who has been working on 404 and 471 all summer, laid off the early part of November, to rest at Dubuque, but he didn't get much rest, as we put him on relief passenger work. Seemed good to see him on these runs again.

Conductor Geo. Artus, who has been on time freights 66 and 67 all summer, gave up his position recently to take a job on a work train which tied up at La Crosse every night. Any reason?

Mrs. F. E. Leonard of the Milwaukee Women's Club, Dubuque, secured two passengers from Dubuque to Los Angeles and return recently.

Mr. Geo. Richmond secured some more good business for the Company. During October he secured the routing of another carload of cars from Flint, Mich., for the Tischauser Motor Co., Dubuque.

Madison Division News

By the Unknown Poet

Well, the election is over, and some of us are happy,

And we found the competition wasn't so snappy.

They tell me Mr. Kenney's purse is his pal— But he wouldn't put up his money on "Al." John Ruenzel was flashing around lots of dough, So Bill covered it and called it a go.

Do you know Commodore Griggs? Well, he held the stakes—

And now John is paying for Bill Kenney's juicy steaks.

I happened to walk by the roadmaster's office next morning,

And what do you suppose I overheard without warning?

Bessie Hickey was arguing with one of Mr. Kenney's assistants—

And we will have to give them credit for their resistance.

What I can't understand is why a Norwegian like Miss Hickey

Should want to vote for Mr. Smithy.

But forgetting the election, although it brings pain,

We'll take a trip down to Cross Plains.

You all know Frank Shipley, I believe— Well, he went out riding on Hallowe'en eve.

The boys are still playing Hallowe'en tricks— And Lizzie wasn't taught the corn shock jumping trick;

So Frank came home with a pain in his neck.

Be more careful, Frank; these cars will turn over, by heck.

They tell me the clerical force had a party. Jimmy Coleman's make-up was a walkaway at this party.

Some one said: "No, that can't be Jim Coleman."

"BUCKEYE" Yoke and Draft Attachments



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

THE BUCKEYE STEEL CASTINGS COMPANY
COLUMBUS, OHIO
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Steel		Champion
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Firebox and Boiler		Boiler Rivets

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ANGELS BARS BEAMS
CHANNELS PLATES SHEETS SPIKES
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A. M. CASTLE & CO.
Chicago, Ill. San Francisco, Cal.
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Cleaning Car Floors

Rapidly--Thoroughly

at a

New Low Cost Level

Recent tests with Dearborn Cleaner No. 4 on car floors in bad condition have shown surprising results.

Even in a car in bad shape from grease and tar, the tar being hard and about 1/16" thick above the surface of the floor, the cost of material and labor was only \$0.675.

The method used and costs obtained offer new savings in cleaning car floors.

NO OX ID IRON RUST
The Original Rust Preventive

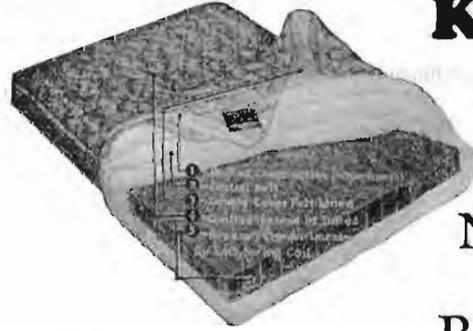
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ASSURES A

Night of Comfort and Restful Relaxation



QUILTED—NOT TUFTED



THE MATTRESS WITHOUT A TUFT

MAKING the traveling guest comfortable is the paramount principle of The Chicago Milwaukee & St. Paul Railway. A good night's rest on one of their own sleeping cars equipped with Brandwein Mattresses insures more Good will for the railroad. A quarter century of experience has guided the inventor of Kwil-tes Mattresses.

KWIL-TESS is the quilted inner spring mattress innovation of the decade. There are no tufts to pull out or catch dust. Can be cleaned with a vacuum cleaner. They are non-stretchable, have even sleeping surfaces, are soft and sanitary and conform to the body of the sleeper.

They are best for rest.

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400 Newly Furnished Rooms,
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Rooms \$4.00, \$5.00, \$6.00, \$7.00
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DEARBORN STREET FROM JACKSON
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RUPTURE Healed Without Operation

Throw away your truss, as have thousands who wore our scientific, new device for just a short while. Gently—day and night—it draws the separated muscle fibers together—HEALS them. Soon you need no support.

Try it FREE! Prove to yourself what this marvelous invention will do for you. Write to day for free trial offer of the new discovery that has quickly healed so many.
The Brooks Appliance Co., 98c State St., Marshall, Mich.

Make \$25.00 a week SPARE TIME. \$100.00 a week FULL TIME. Sell GUARANTEED nursery stock. No experience or capital needed. FREE equipment. Year around work. EVERY HOME OWNER A LIVE PROSPECT FOR OUR SPECIALS and complete line of shrubs, roses, fruit trees, etc. District Managerships for successful salesmen.

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POULTRY TRIBUNE

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Biggest and best poultry magazine. Shows you how to make money from chickens in your own back yard. Practical, reliable, up-to-date. Has poultry pictures in natural colors. It's printed in a union shop. Coin or stamps accepted.
POULTRY TRIBUNE, Box 229, MOUNT MORRIS, ILLINOIS

They thought he was Grace Suwalski, as he looked like a woman.
Chief Clerk McNulty was there with his wife; He was the best Jew I've seen in my life.
Margaret Roach was dressed as a gent'eman, and carried a cane;
If she was a real man she'd drive all women insane.
F. A. Maxwell reminded me of Pope Pius the Third—
And can you imagine him not saying a word? I could tell you more if I had the time;
You know it's darn hard to make good verse rhyme,
But I am going to do the best I can,
And have a little news for you each month if I can.

Iowa (East) Division and Calmar Line

J. T. Raymond

PASSENGER Brakeman Ralph Seager has resumed work after a visit with his brother in South Dakota.

Conductor John Reardon spent a few days in Wisconsin the latter part of October on business. Conductor Phil Shoup relieved on Nos. 7 and 20 between Marion and Omaha.

Conductor Phil Shoup and wife left for Tulsa, Okla., October 24 for a visit with their daughter.

Conductor Ed Templeton, who has been a little under the weather for the past few weeks, is taking a lay-off to get rested up.

Passenger Brakeman Ed Poole has resumed work as flagman on Nos. 107 and 108 between Manilla and Madrid, after being off duty for several weeks, visiting in Indiana. Brakeman M. L. Peterson, who was relieving him, is now at Marion doing extra passenger work.

Conductor G. O. White, who is braking on the Davenport-Maquoketa run, was off duty several days on account of the death of a relative.

Announcements have been received of the marriage on October 22 of Miss Helen Annette Ryan and John R. Brown. They were attended by Mr. and Mrs. Edward Wencke of Cedar Rapids. Following the ceremony a wedding dinner was served at Hotel Roosevelt. It was a quiet affair on account of recent bereavements in both families. Miss Ryan is the daughter of the late P. H. Ryan, for many years track foreman in the Marion Yard. Mr. Brown is a veteran switchman at Atkins Yard.

Following a wedding trip through the East, Mr. and Mrs. Brown will be at home to their friends in Marion after November 15. Their many friends on the Division extend congratulations.

Conductor C. N. Goite is off duty on account of the death of his mother. The Magazine extends sympathy to the bereaved family.

Conductor Elmer Shook is off duty on account of sickness. Conductor M. D. Coon is relieving on Nos. 90 and 97 between Davenport and Oxford Junction.

Conductor W. L. Hyde has been taking a short vacation. Conductor J. T. Reagan relieving on Nos. 38 and 39 between Davenport and Milwaukee.

Dewey Eckhart, who has been braking on Nos. 93 and 94, has been assigned to Nos. 95 and 96 between Cedar Rapids and Farley with the Cedar Rapids layover. Brakeman H. M. Mills having taken the opposite run with the Farley layover. Brakeman C. L. Gregory has been assigned to Nos. 93 and 94 between Monticello and Calmar, with the Calmar layover.

William I. Priest died at Savanna, October 19. He had been ailing for several years. "Dad" Priest, as he was familiarly known, was eighty-one years old. He was engineer on this Division, and had been with the company for nearly fifty years, always loyal and faithful to duty. Mr. Priest was a very friendly man,

and during his long term of service on this Division has made many warm friends, who deeply regret his death. He was a member of the Masonic order and B. of L. E. The funeral services were held at Savanna, Sunday, October 21, at the Presbyterian Church, Rev. D. W. Barclay officiating. At the grave the ceremonies were in charge of the Masons, Hugh Irwin, Worshipful Master. Deepest sympathy is extended the surviving members of the family in their bereavement.

Engineer and Mrs. W. H. Young of Perry attended the funeral of Engineer W. I. Priest at Savanna.

The extra gang under Foreman L. W. Winfrey has completed its work between Paralta and Atkins.

The extra gang, J. T. Loftus, foreman, steel gang, has finished work between Anamosa and Paralta, and has also laid steel to a limited extent north and south of Oxford Junction, and will be through November 15. These foremen and their men have made a fine improvement in our roadbed. Thanks, gentlemen. Come back next spring.

Mr. and Mrs. Claude J. Port, of Marion, announce the marriage of their daughter, Fern Kathleen, to Gerald A. Cooper, November 5. Mr. and Mrs. Cooper will reside in Milwaukee, where Mr. Cooper has employment with the Company in the shops. We extend best wishes for a long and prosperous life.

Born to Mr. and Mrs. Ed M. Mullaly, of Marion, a son, November 8. Heartly congratulations.

Kenneth Stewart, of Cedar Rapids, is a new employe in the Superintendent's Office Force at Marion.

L. J. Miller, agent at Springville, was away for a couple of weeks; L. G. Ireland relieving.

Mr. and Mrs. Floyd Ozburn, of Marion, announce the marriage of their daughter, Anna May, to Darrell C. Marchant. The wedding took place April 29. Both of these young people graduated from Marion high school. Mrs. Marchant has been employed in the offices at Atkins, and Mr. Marchant with the Milwaukee District Engineers force. They will reside at Marion. The Magazine extends best wishes for a long and happy life.

Mr. and Mrs. Frank T. Fox visited Mr. Fox's brother, Don, at Delmar, and then with relatives and friends at Marion and Springville. They reside at Montesano, Wash. Mr. Fox was formerly chief dispatcher and trainmaster on this Division, and is the recipient of warm greetings from the many "old timers" on the Division on these return visits.

G. G. Holcomb, agent at Donahue, passed away October 29, after a long illness. The funeral service was held at Donahue. Mr. Holcomb's record shows that he entered the service of the Milwaukee in 1895—a record of a third of a century of reliable and satisfactory service. His death is much regretted by a wide circle of friends on the Division, and we extend sincerest sympathy to the bereaved family.

M. F. Kelly has been acting agent at Donahue for some time.

Mrs. Addie Burbank died at her home in Chicago, November 10. The funeral and interment was at Marion, November 13. Her husband, Thomas A. Burbank, a passenger conductor on the Iowa Division, passed away a number of years ago.

Operator Mac Stewart, of Oxford Junction, has resumed work after an absence of several months. He is much improved in health.

L. F. Cleveland, assistant timekeeper, Superintendent's Office, Marion, has returned to work after a two weeks' vacation, part of which was spent visiting at Spencer, Iowa.

Born to Mr. and Mrs. E. M. Lahiff, of Marion, a daughter. Congratulations.

After a serious illness of nearly one year Mrs. Michael E. Burns, wife of Station Agent Burns at Green Island, passed away at her home on Saturday, November 3. Mrs. Burns entered the hospital at Bellevue for treatment last January, where she remained for three months. She was then taken to Rochester, where an operation was performed for the removal of a tumor from the brain. She was then brought home, where everything humanly possible was done by devoted relatives and friends to aid her in the struggle for restoration to health; but to no avail.

Besides the husband and two daughters, Enid and Cleo, she is survived by her mother, Mrs. Frank Brown, of Green Island, and three sisters and three brothers.

The funeral service, which was held at Sacred Heart Church, Green Island, was very largely attended, and was conducted by Rev. A. J. McMahon of Hampton, Rev. M. F. Eardley of Anamosa, Rev. Linkenmeyer, and Rev. P. J. Friedman of Bellevue.

Burial was made in St. Peter's Catholic Cemetery near Sabula. Mr. Burns and daughters and other surviving members of the family have the heartfelt sympathy of many warm friends among the officers and employes of the railway company in their great bereavement.

CARD OF THANKS

We wish to express our heartfelt thanks to our friends for their sympathy, and a deep appreciation for the many courtesies extended us in so many ways by the employes during the long illness and death of our beloved one.
M. E. BURNS, ENID and CLEO.

Married at Cashton, Wis.—Mrs. J. E. Rhinehart to Mr. John Reardon, November 10. They will reside at Marion. The Employes Magazine extends best wishes.

Superintendent M. J. Flanigan went to Excelsior Springs November 16 for a two weeks' stay.

"Out Where the West Begins" Trans Missouri Division

D. H. A.

NOW that the election is over, we can all settle down to normal again. Conductor L. H. Larson was elected Registrar of Deeds of Walworth County by a big majority, and Brakeman W. J. Dyer of Marmarth, was elected Representative for the 39th District. We congratulate these boys on their good fortune.

Our Milwaukee Women's Club held a very successful meeting on October 29th. Our president, Mrs. H. M. Gillick gave a very interesting talk on her trip to the convention recently held in Chicago. She had the honor of being elected third vice-president-general of that organization. Mrs. G. A. Robison of the program committee, gave a very interesting program, and refreshments were served.

Much credit should be given conductor J. J. Long for discovering a broken rail near Tanka. His prompt action in notifying the dispatcher probably saved a derailment of train No. 15.

Ann Anderson and Mrs. Fred Oeschle spent the week end in Minneapolis. Both girls returned with beautiful new fur coats.

Mr. and Mrs. Thos. McFarlane of Austin, Minnesota, and Mr. McFarlane's father, Wm. McFarlane of Mason City, Iowa, spent a few days in Moberg visiting Miss Gladys McFarlane and friends. Several social affairs were given in honor of Mrs. McFarlane during her visit here.

Mrs. Schneider of Tacoma, has been a guest at the home of E. L. Cleveland.

Mrs. Bess Bunker, who assisted in the Freight Office during the absence of Dora Anderson, is now being employed in the Northern Power & Light Company's office.

Conductor F. I. De Lange of Marmarth, is spending his vacation in the Twin Cities.

Mrs. Louis Scheifelbein underwent an operation at the Jacoby hospital last week. Her many friends will be glad to know that she is convalescing nicely.

Paul Skel and J. M. Barnes of Marmarth, are now switching in the Moberg yards.

J. S. Griffith of Tacoma, spent several days here inspecting freight engines on their runs between Aberdeen and Miles City.

Car Foreman A. Rognelson and wife are on a trip to Tacoma. They stopped at Marmarth en route, to cast their vote.

Mrs. E. L. Cleveland is visiting friends at Deer Lodge, Mont.

Mrs. L. G. West passed away on Sunday, November 4th, at the sanitarium at Sanator, S. D., after an illness of a year and a half from tuberculosis. The remains were brought to Moberg for burial and she was laid to rest in Greenwood Cemetery. Sincere sympathy is extended to the bereaved family.

Mr. Ralph Heywood, second trick Operator at Bowman, and Mrs. Heywood spent their vacation in Chicago and other points in the East.

Conductor Earl Walls is enjoying a visit from his wife and daughter, Phyllis, of Portland, Oregon.

On November 8th, Mrs. Frank Morrison of McIntosh, entertained the members of the G. I. A., the auxiliary to the B. of L. E., at her home. She served a bountiful dinner at 12:00 o'clock, covers being laid for eleven. The following members attended from Moberg: Mesdames R. C. Herschleb, J. O. Beaver, H. Worix, H. L. Benz, H. D. Shields, Leo Middleton; C. Nath, and P. Sherman. Other guests included Mrs. John Cooley of McLaughlin and Mrs. A. F. Bude of Marmarth. All enjoyed a wonderful time, and voted Mrs. Morrison a royal entertainer.

Mrs. John Rothman was called to her home at Menominee, Mich., by the illness of her father.

Jack Fuller and "Red" Richardson made their annual hunting trip to the Black Hills and returned with a deer apiece. We are expecting Jack to invite us to a venison feed.

Wm. J. Hogan, operator at the local relay office who has been sick with the flu, is now back on the job again.

Mrs. Frank Schneider left Thursday night for a visit at the home of her parents at Menominee, Mich., and with relatives at Chicago and Milwaukee.

The many friends of Engineer L. G. West regret to know that he is a patient at the sanitarium at Sanator, S. D. We trust that with good care and lots of rest that his recovery will be rapid, and that he will soon be back among us.

A baby girl came to gladden the hearts of Mr. and Mrs. Claude A. Preston on October 22nd.

District Storekeeper J. V. Anderson of Miles City, spent Monday here on official business.

Geraldine McCarthy, now employed in the Freight Office at Miles City, spent Sunday in Moberg with her parents, Mr. and Mrs. Dan McCarthy.

Billie O'Hern, genial Agent at Wakpala, enjoyed several days of pheasant hunting near Aberdeen. Mrs. O'Hern joined him on Sunday and they were guests at the home of Mr. and Mrs. Leslie Shedd.

Conductor Dave Sheehan of Marmarth, has joined the ranks of the capitalists, he is working the oil lease owned by Dick Dale. The drill is now on the ground and they will begin drilling in a few days, drilling only for gas at present. The Trans-Missouri Gas & Oil Company, incorporated under the laws of

DE REMER BLATCHFORD Co.

747 Railway Exchange
CHICAGO, ILL.

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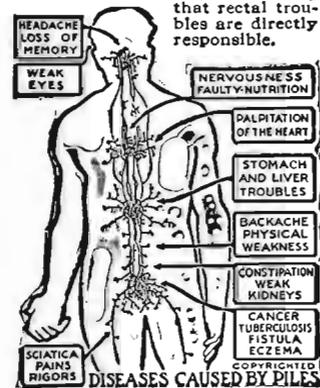


The McCleary Sanitarium, Largest Institution in the World Devoted Exclusively to the Treatment of Rectal and Colonic Diseases.

A Treacherous Affliction Healed Without Surgery

PILES and other rectal troubles are directly responsible for many diseases and indirectly responsible for many more. Thousands suffer needlessly due to incorrect diagnosis. Men and women who have suffered for years and did not know what was wrong with them have found joyous new health when their rectal troubles were cured. You can never expect to be well, strong and hearty until the CAUSE of your often indescribable suffering has been removed.

The diagram below clearly shows how piles can be the cause of numerous diseases, unsuspected by the sufferer or by his physician. Due to faulty diagnosis, thousands suffer from these ailments not knowing that rectal troubles are directly responsible.



Let Us Heal You With Our Mild Non-Surgical Treatments

The McCleary mild, non-surgical treatments for piles have brought new hope, new joys and happiness to thousands who had forgotten the blessings of perfect health. Entirely discarding the old, harsh surgical methods, these treatments do away with the horror and pain of cutting away pile tumors with the knife, burning with a red hot iron,

or searing with electric needle. The McCleary treatments also avoid the dangerous effects of chloroform and ether and have proved a boon to many thousands who have availed themselves of our services. Over 75% of the people we treat are referred to us by some of the thousands we have cured.

Over 14,000 Healed! The number of persons who have been healed of piles or other rectal troubles under the McCleary treatments now exceeds 14,000 and includes the names of people from every section of this country, from Canada, Cuba, Hawaii, Alaska and foreign lands. Among these are scores of prominent business men, bankers, farmers, mechanics, railroad men, ministers, lawyers, housewives, teachers, society leaders, etc.

Let us send you our reference list containing the names and addresses of many, many thousands we have cured and numerous letters from grateful patients telling what they think of our treatments. This list has grown to such mammoth proportions that it now equals a 12-page newspaper in size. We will gladly send it free postpaid.

If you are one of the hundreds in every community who suffer from piles or some trouble, you should give a matter so important as your health immediate attention. Mail the coupon today and get the facts, or if you prefer write a personal letter describing your trouble as accurately as you can. Your letter or your request for a free copy of our book and reference list will receive immediate attention, but do this now.

The McCleary Sanitarium
151 Elms Boulevard, Excelsior Springs, Mo.
Page Thirty-eight

North Dakota, is composed of Conductor Dave Sheehan, president, Conductor E. M. Middleton, vice-president, and Conductor Ray Douglas, secretary and treasurer. These men have all worked on the Trans-Missouri Division for many years and we will all be glad to hear of them making a strike.

Kansas City Division C. M. G.

CHIEF Carpenter John Evans returned to his office on Monday, October 22, after an absence of several months, due to serious illness. Surely glad to have Mr. Evans back with us again and hope his health will continue to improve.

Several Kansas City Division employes chose the Golden State as the ideal vacation resort. Miss Sybil M. Clifford of Mr. Anderson's office, Kansas City, spent a month seeing California; Tony E. Payne, of the Store Department, West Yard, toured the state during October; and Miss Xenia Swinney of the Ottumwa Freight House, traveled through that and other western states and we understand all report having had a wonderful time.

Dispatcher R. O. Clapp and Mrs. Clapp spent several days during the first part of November visiting with their granddaughter, Mrs. George O'Gar, Minneapolis, Minn.

Yard Clerk Leo Conroy recently was called to Denver, Colo., account the serious illness of Mrs. Conroy. Shortly after his arrival there Mrs. Conroy passed away and her body was brought back to Ottumwa for burial. Mr. Conroy has the sympathy of all his friends and acquaintances.

Jerry Long, stenographer in chief dispatcher's office, spent her vacation during October visiting with relatives in Washington, D. C., and also spent several days in New York seeing Broadway and taking in several good shows. While in Washington she had the opportunity of shaking hands with Cal in his office in the White House.

On November 3, Conductor Paul E. Fisher was married to Miss Lucille Brown. The church was beautifully decorated with chrysanthemums and ferns. After the ceremony a reception was held at the home of the bride's mother, after which the couple departed for Kansas City. We wish them many years of happiness and good luck. Also, wish to thank Paul for the candy and cigars passed around for the occasion.

W. A. Johnson, section foreman, Osgood, Mo., retired from the service of the company on November 16. He entered the employ of the company on April 15, 1888, as a section laborer and was promoted to section foreman on April 10, 1891; forty years of service with the company, about thirty of which he spent at Osgood, Mo., in charge of that section.

Mrs. F. M. Barnoske is visiting with her father and sister at Persia, Iowa.

The following is a copy of a letter written by Agent J. W. Calvert, Ottumwa, to his grandson, Robert Dingeman, Fort Amador, Panama Canal Zone:

"Your splendid letter came on time
And, for a lad of six, is fine,
And Grandpa sure is proud.
Learn something new in school each day,
And then run home and have your play
Til Mother calls you loud.

"While you're a boy, learn all you can
Then you can be a useful man
And make your parents glad.
In fifteen years you'll be your own
And Mother will be left alone,
The home will then be sad.

"But you can cheer it if you try
By doing things as time rolls by

That lead to fame.
Then happiness will come to all
And you can answer any call
And proudly sign your name."

Have a new junior captain of police and a son having arrived at the home of Captain of Police E. F. Conway, and also at the home of Machinist John Gavin, West Yard.

Never mind, W. C. G., Xmas is coming and maybe Santa will bring you a nice new hat.

Twin City Terminals Mac

INSTALLATION of new electric signals between Ninth Avenue and Twenty-fourth Street have begun. According to plans the signals should be ready by December 1, 1928.

A brand new baby boy arrived at the home of Mr. Alexander of the Signal Department, and his name is Archibald Ferguson. Congratulations, Alec.

John D. Knoble, employed in the In-coming Freight Department at the Local Freight Office, retired last month, after forty-three years of faithful service. He was born December 15, 1854, at Clarus, Switzerland. He spent his early days in Norway, coming to America as a young man. He has served the C. M. St. P. & P. R. R. as a cheerful worker and is liked by everyone.

His fellow workers surprised him with a farewell gift of a smoking set and a good supply of cigars and tobacco. John surely did appreciate this most appropriate gift and wishes to thank the givers most sincerely for their kind thoughtfulness.

The rumor is around the Superintendent's Office that Jim Hays is going to Germany with two cars of minks. Would advise you to padlock your traveling bag before leaving, otherwise you can never tell what may be the contents of said bag on arriving at destination.

Mr. G. A. Van Dyke, superintendent of the C. M. St. P. & P. R. R. at Austin, Minn., was a visitor at Minneapolis on November 14. He looked happy and was wearing a smile and had a pleasant greeting for his old-time friends.

We understand Mr. R. C. Donohewer, assistant agent, Local Freight Office, purchased a new home some time ago at 21 Rustic Lodge. Tom Moffat, switching clerk, invested in a new bungalow at 5520 32nd Avenue, South.

K. H. McLaren (better known as Mack), of the Police Department, is planning on a new Ford. We understand if he drives it like the Chevrolet it won't take long. He likes police dogs, too.

We regret to announce the death of Mrs. Good, which occurred on October 27. She had been ill for some time. She was the wife of Mr. Good, traveling auditor. Our sympathy is extended to him in his sad loss.

We understand Harry Brock, traveling claim inspector, was passing cigars around the depot last month.

Quite a few from the Local Freight Office are going to "trip the light fantastic" at the Milwaukee Women's Club dance at the Marigold Gardens on Monday evening, November 19. This is a commendable charity and the women should have the support of all employes of the Twin City Terminals.

Mr. Elmer Lund has again accepted a position as division clerk in Mr. Kennedy's office, succeeding Mr. Paul Miller, who has accepted a position with the New York Central Railroad. Glad to see Elmer back.

Sympathy is extended to Mr. J. Balnke, Baggage Department, in the loss of his mother. She passed away last month at her home in New Ulm, Minn.

Notes from the Local Freight Office—Tacoma R. R. T.

MR. ALLEMAN, our genial agent, was quite excited the other day—and with good reason, too. Our warehouse cat, which had at last been obtained at great expense and much trouble, as already related in a previous number of this invaluable Household Palladium, in order to rid warehouse and office of the rats, and which had taken hold of the job with great enthusiasm and ability, while at the same time endearing itself to everybody by its gentlemanly behavior—this wonderful cat had disappeared without a trace! Gloom reigned over the freight house and office—what is a freight office without a cat? Doubtless pussy had wandered away somewhere in the city, lured by bold and bad alley cats, without principles or bringing-up. But suddenly light shone into our gloom, and our cat's character was triumphantly vindicated; our agent at Aberdeen wired us that he checked over in a certain merchandise car from here one rat trap in bad order and was billing it back "D. H. Astray," as per rules and regulations for such cases made and provided. A delegation met No. 418 that evening to receive the "bad odor" rat trap. On arrival Billy Alleman, our popular warehouse foreman, identified the cat, and Ray Powels, our elongated claim clerk, who claimed supervision of the affair by virtue of his office, turned it over to the warehouse forces. Our "rat trap" seemed none the worse for its trip and apparently was glad to get back. At the next Claim Prevention meeting Tubby Gleb, who had charge of that car, was properly hauled over the coals for misloading a Tacoma cat into an Aberdeen car, and everything was lovely again. Was, I say advisedly, for at this writing the cat has disappeared once more and we are again without protection against the rats, who promptly take advantage of the situation. Will not some kind friend ship us another cat? It need not be a thoroughbred Persian, but must have a good moral character so it will not be led astray by city life. Mr. Alleman guarantees a good home and kind treatment.

Mr. O. H. Guttormson, our giant good fellow of a supervisor of yard clerks, with his wife and little daughter, was called on a hurried trip to his old home in Iowa, by a message announcing the serious illness of his father, and urging him to come at once. He left on the next train, but unfortunately his father passed away before "Elmer" arrived at the old home. After staying for the funeral and a brief rest, the family returned to Tacoma. We offer "Elmer" our heartfelt sympathy at his bereavement.

Not being the least bit superstitious, Friday holds no terrors for Billy Alleman, our popular warehouse foreman, and thus it happened that Friday, October 19, is the date on which he was married to Miss Helga Dzurick of Tacoma. The wedding was quite informal, only immediate members of the family being present, except Raymond Fink, of our force, who acted as best man and took mental notes of the way one comes under the gentle yoke of matrimony, doubtless with a view to being prepared when his time arrives. The newlyweds took a brief wedding trip as far east as Haugan, Montana, returning on the next train from there. The outgoing train crew, however, had posted the returning crew, so the return trip was almost as spectacular as the outward trip. The local office and warehouse force expressed their good wishes by a handsome wedding present and unite in hoping for a long and happy married life for the newly made couple.

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Pine—Chestnut—Mixed Hardwoods

NASHVILLE TIE CO.
NASHVILLE, TENNESSEE

Sales Office, Storage Yard
and Treating Facilities

Terre Haute, Ind. A. D. Andrews, Representative

Al Goldsborough, our revising clerk, who is supposed to know more rates offhand than any other man living, recently was on his vacation, and among other pleasures he and Mrs. Goldsborough took a trip to Butte, Montana, to visit relatives living there. When they left here the weather was delightful, as usual here, and in Butte it was pretty fair for that elevation in the fall, for two days. But the third day the visitors woke up in a howling snowstorm. Al had no overcoat with him and had to go downtown without overcoat and wearing low shoes. Snow sifted down his neck and got into his shoes; his teeth chattered with the cold and his fingers got stiff from trying to hold on to his hat in the roaring blizzard. An hour of this was enough; when he got back to the house he telephoned for a taxi, and he and Mrs. G. left on the next train for the balmy climate of the Puget Sound country, where winter means only a gentle rain and snowstorms are known almost altogether only by hearsay. And weren't those pilgrims glad when they crossed the Cascades and got into God's green country again! Never again a late vacation in Butte for Al.

One day recently the drivers of cars crossing East Twenty-fifth Street at the freight house came to a dead stop as they saw a queer cavalcade approaching on that street; pedestrians hurried to the shelter of the nearest telephone pole; cats and dogs scurried across the street in wild alarm; everybody rushed to the windows to see the unusual sight. What was it? Well, a handsome new four-wheel baggage truck for the passenger station had been shipped in by freight and unloaded at the freight house. The problem confronted Foreman Billy Alleman and his force how to get it over to the passenger station in the easiest manner, since everybody fought shy of dragging it three blocks by hand. Bill Court's famous motorcycle, standing near by, suggested a brilliant solution. Bill, being an accommodating chap, readily ac-

ceded to the suggestion and mounted his iron steed; Tubby Gleb, as being the most substantially built of the entire freight house force, was persuaded to get into the sidecar; the truck was brought out and the handle thrust into Tubby's reluctant hands; Bill stepped on the gas—and lo! the motorcycle rolled down the street with Tubby dragging the truck along behind him with a wide grin ornamenting his face, the truck madly clattering and rumbling from side to side and every few seconds jabbing Tubby in the ribs. Amid the wild cheers of the onlookers, the strange procession safely arrived at the passenger station without any fatalities being recorded along the way.

Mrs. Cardle, wife of Mr. Cardle of our warehouse force, was on a trip to the Twin Cities of Minnesota and thereabouts. Brother Cardle, however, seemed to be doing pretty well as a cook in her absence and has apparently not lost any weight.

Kingsley Clover, the little son of Fay Clover, our popular assistant cashier, recently had the honor of being produced before Mrs. Bevett, inventor of the system of teaching music called after her, as an outstanding example of the success achieved in teaching music to little children. Kingsley seems to be quite a musical prodigy and his fond parents hope that he may go far in the musical art.

Refrigerator Blues

The Wall Flower
CHRISTMAS GREETINGS

— A Friend —

- Asks you not to put on, only be what you are.
- Does not want you better or worse, you do not have to be on your guard.
- Laughs with you, weeps with you, prays with you.
- To whom you can say what you think, so long as it is genuinely you.
- Who understands those contradictions in your nature that lead others to misjudge you.
- To whom you can avow your little vanities, absurdities, envies and meanness, which are dissolved in the white ocean of loyalty and understanding.
- Sees through and underneath all, and still respects you.
- One with whom you may dare to be yourself.

— Truest Friend —

"Greater love no man hath, than he who lays down his life for his friend."

AU REVOIR

Not good bye to that dainty bit o' French pastry—Mrs. Katherine Gibbons, the temporary stenographer who carved for herself a niche right into the setting of this office of ours which will remain forever. "Do not forget us, Kathie—may we have the pleasure of seeing you again?"

LUCKEE GIRL

Health IS Wealth

Well, Mae, you've come back as radiant as we've expected. Staid, diffident Massachusetts certainly possesses a tangible something to bring back so quickly those wonderful rose blush cheeks. Ah, they just vie with the blushing cheeks so evident the day the naughty boys would keese you good bye. (Notice: Controversy between Daring Ellie and Itful Rosie, to be next on the rest list in order to have SUCH a sendoff.)

CIRCUS COLOSSAL

And who was the leading lady who led our song and dance man around in the grand march at the dance? Sheikie, wearing that devil-may-care expression, whistled softly, "Six foot two, eyes of what color, etc.," BUT the grand march dance ended with Sheikie's girl dancin' with the song and dance man and poor

Sheikie settin' in the corner. What happened to the leading lady, and say, Sheikie, don' yo' know yo' lef' turns?

The newly wed employed at the Stock Yards came home one evening with a hair on his coat and had to take the wife out to the Yards to show her the cow.

Claude said Mae dances as though she had snowshoes on. Mae said, "Wait, big boy, I'll answer that funny quip in next month's issue!"

A certain lady had a birthday party. When the cake was brought in bearing a candle for each year, three persons were overcome by the heat.

Coast Division

C. C. C.

AGENT F. E. HILL, who has been working extra at Burt, was the successful applicant for permanent agency at Hyak, formerly held by Thos. Mack, deceased.

F. L. Otto, agent on this division for several years, has accepted position of traveling auditor, under auditor of station accounts, with headquarters at Aberdeen, S. D.

George A. Tallant, yard conductor in Tacoma yard, has been appointed to the position of safety inspector of the state of Washington, to succeed W. J. Carr, deceased.

Effective October 22, H. C. Davis was appointed roadmaster, National Park, Willapa Harbor, and Grays Harbor Lines, vice S. O. Wilson, resigned.

Mrs. T. J. Hamilton and daughter Dorothy have returned from an extended visit and motor trip through California.

Sympathy is being extended to the families of Thomas Mack, for several years agent at Hyak, his death occurring October 12, and John DuBois, formerly clerk at local freight depot, his death occurring November 12.

Mrs. Madeline Kohl, a charming young lady, formerly of Marion, Iowa, is the new stenographer in Division Engineer Smith's office. We are glad to welcome Mrs. Kohl into the Milwaukee family.

N. C. Kendall, agent at Chehalis, is taking a leave of absence, account of ill health. Mr. Kendall paid the superintendent's office a call early in November and reports himself improving in health rapidly.

Mr. Sam Carlos Whittemore, "our handsome and rotund" dispatcher, went to Oregon recently, hunting wild geese (not chickens); but when he reached there found the geese had all flown South to investigate the Republican landslide in the South. Sam was very much disappointed and only brought back a severe cold.

Mrs. P. E. Grady, wife of Yard Conductor Grady of Everett, is in San Diego, visiting their son, who is confined in the Veterans' Hospital at that point.

Messrs. Y. Kimura and K. Hanaoka, electrical engineers of the Japanese Government Railways, are in this country making a study of electrical operation. Mr. W. F. Coors, electrical inspector, accompanied the gentlemen over the division, explaining our electrical operation.

Everett Line

H. J. COURT, agent, Carnation, on vacation visiting the east and south, relieved by P. A. Case.

S. A. Bourke, agent, Duvall, is happy again, and the reason, logs are again moving from his territory to Everett. Expect movement of about ten cars per day for some time.

There are three good live towns on the Everett Line, namely Monroe, Snoqualmie Falls and Cedar Falls, where it seems things go along in an even, uneventful way—nothing exciting or out of the ordinary ever happening.

C. R. Gordon, C. H. Burton and C. E. Erland, please note, and if the above statement is not correct, let's have the news.

K. M. Gill, Snohomish, reports the gold rush played out and the city has again resumed a normal appearance.

Harry Tavenner, general agent, Everett, is all smiles over securing two carloads of lettuce to Chicago, the first to be shipped from Everett. Considerable favorable publicity has been given our line since the Chamber of Commerce is very anxious that the territory adjacent to Everett be developed along the line of gardening and fruit raising. The growing of lettuce this season has been somewhat in the nature of an experiment which has proven out exceptionally well, and no doubt next season a large amount of acreage will be planted.

Stanley Holtum, the demon bill clerk at Everett, after wandering around in a daze for several weeks, finally organized himself and announced that he was going on a vacation around the world. After diligently studying time tables and writing for transportation, he decided that a trip to Chicago, thence to Texas, California and home would be about right. He reports a splendid trip, no part of which excelled Milwaukee service. We all feel the same about Milwaukee service and should not overlook an opportunity to express ourselves, especially to those needing transportation services.

Roy Reid, city passenger agent, Everett, enjoyed a short vacation to points in Oregon. Roy reports Oregon very wet. Recently several Milwaukee employes at Everett took a boat ride. The sad details were well advertised and the pleasant ones will be spoken of some other time. Strange how fast unpleasant news travels.

Smile and deal gently with the public, for the public's attitude toward our line is largely formed by the impressions we make with them and we want the public to think well of us.

Conductors Kittleson and Humphrey are having considerable good-natured arguments over who can handle the most cars on the Everett Line.

Rail Rumbings from St. Paul

Allen

HORTON MYERS, formerly of this office and now a resident of Rochester, N. Y., was a visitor one day last week.

Mr. Flynn is now a radio enthusiast. He purchased a first-class radio not long ago and every night he listens in to Amos and Andy, as well as all the other important broadcasts.

Joe Collins is on the sick list. Pete Krohin is also at home confined to his bed. We trust the above gentlemen will soon be back on the job.

One more trip to Le Sueur with a stop at Henderson before the roads get bad. What do you say, Ed?

Gluck, our steamed messenger, was picked up the other evening for driving without lights. Seems that the wind blew out the two old barn lanterns he has mounted for headlights, and he did not know they were not burning until the officer so advised him, etc.

Miss Gladys Murphy's father died November 11. Mr. Murphy had been sick for a long period.

We learn that Preston Allen, Fireman De Field and Cole have moved to the swell district and their address now reads something like "400, The Biltmore."

We are also informed that the vaudeville booking agents have taken our tip of last month and are now doing their best to book up Messrs. Caruso and Swanson and have them star in a play entitled, "The Fall of Al Smith, or Why He Lost."

Sioux City and Dakota Division

H. B. Olsen

We Wish You All a Very Merry Christmas and a Happy New Year

ON November 12, Sioux Falls put over one of the best and most enthusiastic Safety First meetings ever held in the South Dakota metropolis. There were some 80 employes present, the passenger station was taxed to the limit and seats were at a premium. Superintendent F. T. Buechler opened the meeting with one of the best Safety First talks we have ever heard. Following Mr. Buechler, Mr. Rhea Rees, superintendent of the Sioux Falls Water Department, a guest at the meeting, gave a splendid talk, exhibiting samples of water when first taken from the wells and as it was delivered to the consumers. Mr. Rees' talk was heartily applauded and we assure him he was most welcome at this meeting. Just before closing, Mr. W. H. Cobb, District Safety Inspector, gave a wonderful talk and was enjoyed by all. The Women's Club served a delightful lunch and everyone went home feeling they had spent a most enjoyable and instructive evening.

Some states in the East still believe that South Dakota and the western part of Iowa are blessed with wild Indians, coyotes, etc. While the Indians are not so numerous, it seems the coyotes are straying into the more thickly settled parts. On October 12, train No. 108 struck and killed one of them near Hawarden. Engineer Sutherland, operating the gas-electric, said he was quite surprised when the coyote strayed upon the track and disputed the right-of-way, meeting with instant death.

We wonder if the cause of Harold's "permanent frown" is from stepping on tacks in the middle of the night while taking care of the new baby. Maybe when the golf season opens again he will take a more cheerful view of life.

Although the elephant stands for "Hoover," and Frank Toal's main topic of conversation has been "Vote for Hoover," we understand he objects to some of the girls in a prominent cafe in town calling him an elephant.

Ray McMahon, our lion-hearted roundhouse clerk, who we mentioned last issue as standing on the brink of the chasm "Matrimony," took a trip to Chicago for a day with Don Lin-scott recently. It is reported that after taking one look out of the Union Station at the throng he decided it was no place for a five-foot Irishman, so he spent the rest of the day in the station waiting for a train back.

Conductor and Mrs. Lou Windsor are taking a two weeks' vacation. They will visit in Kansas City and various points in the Lone Star state.

Mr. Ole Olson of the Sioux Falls roundhouse predicts that before the winter is over we will have thirty-one snowstorms. This, he states, is based on the fact we had a real snowstorm on October 31, and is positive in his prediction.

Engineers Harry and William Hopkinson enjoyed spending a few days with their mother, who resides in Pueblo, Colo. During their visit they helped celebrate their mother's eighty-third birthday.

Switchman Jack Haffey, Sioux Falls, has donated two perfectly good frogs for the famous Angle-Olson lily pool which will be in full bloom next spring. Engine Foreman Henry Hurt has also donated one dozen polywogs and four tadpoles for the famous pool.

Vernon Landmark, clerk at Menno-Freeman, must have some attraction at Fairview, for he is making numerous trips to the latter point.

Leonard Mstrom, claim clerk, Sioux Falls, took his annual vacation just at the right time; in fact, when the pheasant season was on, and incidentally Leonard got the limit.

Win \$3,500.00

Here's news for puzzle fans! C. W. Francis, A. F. Holt, Miss Leola Markus won from \$1,800.00 to \$3,500.00 each in our last puzzles. Here's the new one. Here are twelve pictures of Charlie Chaplin, the world famous United Artists' star. No, they're not all alike, even though they look alike. Eleven of them are exactly alike, but one and only one is different from all the others. That's the real Charlie Chaplin. The difference may be in the tie, shirt or hat, or somewhere else.

Find the "Different" Picture

300 prizes totaling over \$7,900.00. \$3,500.00 to winner of first prize and duplicate prizes in case of ties. If you can find the "different" figure you may be the one to get this great prize.

Certificate for \$1,000.00 to apply on great prize sent immediately as below if you find the "different" figure

If you find the real Charlie Chaplin we will send as soon as correct answer is received certificate for \$1,000.00 to add to the first prize of \$2,500.00, if you win, and directions for getting largest prize. Over \$500,000.00 in prizes already given to advertise our products locally. No cost or obligation. Nothing to buy now, later or ever. Everyone rewarded if actively interested.

F. A. HARRE, Room 16, 510 N. Dearborn St., CHICAGO, ILL.



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How do you SPELL YOUR NAME?

In the window, top, body, wheel, or under the fender of the Buick Sedan pictured here are certain lucky letters cleverly worked into the picture by the artist. Can you find even one of these letters which appears in your last name?

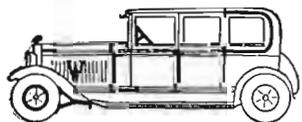
TELL ME the letter you have found in the car. Remember, this letter must appear somewhere in your last name. Send it to me with your name and address. I am giving away four autos and many other prizes. You may be the one who will write me

AND WIN BUICK SEDAN or \$1800 Cash

CERTIFICATE FOR \$480.00 TO APPLY ON GRAND PRIZE SENT IMMEDIATELY AS BELOW IF YOU FIND A LETTER

Immediate quick action—no delay—we send Certificate for \$480.00 to add to the first prize, if you win, and directions for getting Buick Sedan. Prizes given to advertise our products locally. Big new FRIENDSHIP CAMPAIGN of this 30 year old concern. This offer is simple and straight. No more puzzles to solve. No lists of words to make or write or any other puzzles. This is all. First prize winner gets Buick Sedan and the \$480.00, but quickness is necessary. C. W. Francis, C. Voigtman, J. M. Wandok, J. C. Long, Effie Swearingen won cars on our last ads. No cost or obligation now, later, or ever. Everyone rewarded if actively interested. If you can find one of the hidden letters in your name, send it right away by letter. That's all.

B. H. FRANCE, DEPT. 57, 500 N. DEARBORN ST., CHICAGO



Henry Flasley of the Sioux Falls round-house says he is glad the pheasant season is over. First he has tired of the bird and secondly he has been short on sleep all during the season.

On November 5, Stickney, S. D., dedicated its new \$15,000 creamery, built by the Farmers Co-operative Creamery Co. Some two thousand people inspected the new building and the general opinion is, it is one of the most up-to-date creameries in the state. South Dakota is fast becoming a dairy state and the building of this new creamery proves the farmers have faith in the dairy business. Agent K. L. Everett, at Stickney, says that anyone who wants fine fresh butter should induce their merchants to purchase butter from this new creamery.

Mrs. Christine Larson, stenographer at Sioux Falls, is taking a rest from office duties and is being relieved by Miss Ruth Mostrom.

Earl Jefferson, district fuel inspector, who had the misfortune of losing his foot in an accident at Flandreau some time ago, was taken to his home in Sioux City, where he is resting comfortably and progressing nicely.

R. J. Hopkins, rate clerk, Sioux Falls, vowed he would not get a haircut until Al Smith was elected, but—we notice the morning of November 7 found him all shaven and shorn. Apparently he figured he would not wait.

The Sioux Falls Freight Office seems to be a "clearing house" for all kinds of things: auto cranks, bolts, gas tank caps, powder puffs, tire caps, empty pocketbooks, eye-glasses, run-away boys, and dozens of other articles too numerous to mention. Of course, we can readily understand why these lost articles are turned in to this office. First, it is about the busiest place in the city; and, second, hundreds of people call there daily. Consequently, many of the owners of the lost articles are rewarded.

A very sad accident happened in Sioux City on October 28, in which Conductor L. W. Kennedy and his wife lost their lives. Their auto was struck by an Illinois Central train at 28th Street. Mrs. Kennedy was killed instantly, while Leo died a few days later. Charles Kennedy, a son, who was with his parents, while cut and bruised, is able to be around. A double funeral was held on November 2 for Conductor and Mrs. Kennedy. We extend our sincere sympathy to Charles and Marloris, survivors of the family, and also to the relatives.

Switchman Frank Henderson went pheasant hunting and he says, while he did not do much shooting it was no trouble to get the limit. Elbert Erickson, of the Sioux Falls Freight Office, seems to have had equally good luck.

Engine Foreman Henry Hurt, Sioux Falls, has it on most of us when it comes to

ducks. Henry raises a nice flock of wild ducks each year, and incidentally when he wants a real feed, these nice, fat, "corn-feds" are consigned to the chopping block.

Engineer Al Main purchased a full hunting equipment, and while we have not had a full report, we imagine he must have got the limit of pheasants.

Sioux Falls now has a beacon light which revolves automatically during the night and which may be seen for several miles away. This powerful spotlight should be a big help to strangers coming into the city after dark, both on the highway and skyway.

River Division

M. M.

NOW that Indian Summer has come and gone, everyone is getting settled down for the long winter season with the exception of a few more fortunate beings who will sojourn to California. Understand that Engineer Dickinson is planning on making the trip and spending some time out there regardless of the fact that the last time he had to come back to old Minnesota to recuperate after all his hilarity—or was it the rainy weather?

District Boiler Inspector H. Wandberg made his regular trip of inspection to Wabasha. One mark of notice that could not pass our attention was the manner in which Mr. Wandberg got around the engines. There is no doubt but this is a marked indication of rejuvenation.

Car Foreman F. M. Washburn of St. Paul spent a short time at Wabasha the first part of November in the interests of the Car Department.

During the past few months there has been an unusual amount of work done at Wabasha. The weather was ideal and with plenty of co-operation in every department everything progressed rapidly. Conductor A. P. Buckner was in charge of the gravel pit and made the cars move fast and furious, while the men on the road took care of them in the same fashion.

Some time ago Engineer M. M. Wheeler came in from the C. V. Division off his regular run with a great tale and everyone thought Mr. Wheeler certainly possessed a vivid imagination. His description of some monkeys that he saw on the Division led us to believe that he was "seeing things," as they say. Two monkeys were seen by Mr. Wheeler and he seemed much excited about them, but couldn't get anyone else excited. So the other day the two monkeys were captured at Buffalo City. Engineer Wheeler said he would have been all right if he only had had some peanuts.

A very interesting fuel conservation meeting was held at Wabasha October 23. Superintendent L. T. Johnston presiding. Master Mechanic John Turney, traveling engineer; F. G. Hemsey and Fuel Supervisor E. J. Kerwin were in attendance, and their helpful suggestions helped to make the meeting interesting.

Mr. M. T. Skewes, who is acting superintendent during the absence of Mr. L. T. Johnston, visited at various places on the Division. Mr. Skewes is surely well received by everyone on the Division and will receive the best of co-operation from everyone.

Mr. J. J. Crowley, chief electrician, of Chicago, and Mr. J. A. McCormack, assistant superintendent, motive power, of Milwaukee, made a very pleasant business call at Wabasha the fore part of November.

Sorry to hear that Conductor Loomis is off duty for a time on account of illness. Hope to see Mr. Loomis back again on the train and a speedy recovery is the wish of his many friends.

Mr. Wm. Ward from the Claim Department at Minneapolis, was at Wabasha en route to the C. V. Division. Unable to find out Mr.

Ward's mission, but if it pertained to injuries he surely stopped at the wrong station.

Tacoma District Accounting Bureau

K. K. K.

VIC McFADDEN formerly of this office, but now with the O. W. R. R. & N. Co., was with us for a few days checking joint bills. Vic looks prosperous and I guess the O. W. has been treating him all right. He drove over here every day in his new Essex. Information wanted as to who sent Lee Boyd that paper.

November 24th the Milwaukee Women's Club sponsored a card party on the roof garden of the new Masonic Temple, which was well attended. General Manager Buford donated the door prize which was a cedar chest. The girls of this office were given 100 tickets to sell and they sold them all too. Miss Geraldine Armitage deserves a medal, as she alone sold about 80 per cent, some record, eh! Ann Johnson, whose desk is near the door, asked everyone who entered if they had bought their ticket. Ann's a good worker for the club also.

The next big event is the Clerk's Annual Ball, which is to be held in Fellowship Hall of the new Masonic Temple, Saturday evening, December 8th. If you don't dance, come and hear the good music and view the clever decorations.

Mrs. Frank Opie entertained her class of small boys and girls at a Hallowe'en party on October 29th, and Frank had to rush home to take the little girls home, but that was Frank's long suit, he likes the girls both large and small.

Now that the suspense of election day is over, we can all breathe easy again. Most everyone is saying "I told you so."

When Frank Opie saw the picture of his son in the last issue of The Magazine he sure straightened up his shoulders, and he had good cause to, as Donald Earl is some boy.

News is scarce and as we are busy closing accounts will close the chapter.

Chicago Terminals

Guy E. Sampson

THE boys in the "Terminal" who formerly worked on the Lax Division, always read with interest the warm, affectionate ink spots chronicled by one "Eileen" from the old home tracks. Several of the boys clipped out last month's hot shot about Kickapoo's section hand's experiences on the old Wisconsin Western, and each and every one wanted to know all about it. He advised them all that the first day's work he did for the railroad was on the section, and although only a section hand, working for \$1.10 for ten hours' hard work, he had nothing to be ashamed of, and now since the son of a blacksmith has just been elected to the most important position in the world, the President of the United States, this same Kickapoo wishes us to assure "Eileen" that it takes section men as well as clerks, stenographers and working people to make the old Milwaukee the railroad that it is today. He assured all the boys that he held many remembrances of happy days and nights spent on the old Lax Division, but in all his eighteen years spent there, did he have the privilege of working eight hours for the Company and have the other sixteen hours with his family, as he can and does here in the terminals?

The sympathy of all employees is extended to Switchmen Chas. and Wm. Standard, who were called to Mounds, Ill., October 31, by the death of their mother.

Robert Tanning, stationary engineer at the Bensenville power house, was somewhat under

the weather the last month, and at work only part of the time. At this time he is improving nicely, and we all hope to see him his old self again shortly. His improvement came after having his tonsils removed.

Yardmaster Chas. Harrington has taken a year's leave of absence, and is at present in a sanitarium in New Mexico, where he hopes to regain his health. Charles has been in failing health for several months, and felt that the needed rest would do him a world of good, and we all sincerely hope it does. Walter Christianson is working as yardmaster at Cleveland Avenue in Harrington's place, while Dan Stevens takes Walter's night job at the puzzells.

Switchman Fred Marquette enjoyed a week's visit with his parents at Wausau, Wis., last month.

Mr. LaRue, of the Bensenville roundhouse forces, received word November 31 of the death of his sister in Michigan. He and Mrs. LaRue departed the same evening to attend the funeral. The sympathy of the employees is extended.

Switchman Len Corkill underwent an operation last month at the hospital, and while he is rapidly improving, he is at this writing unable to return to work. All are glad to see him around town and improving so nicely.

Switchman Frank McNeal has just returned from his annual "ninety days' leave" and is again in the harness. He spent the time away in Minnesota and further west and north.

Mrs. Fredericks and son have returned from a visit with friends and relatives in St. Louis.

Mr. and Mrs. David Rands took a little vacation and trip to Sioux City as well. Had a dandy time back in Dave's old home town.

Andrew O'Mally suffered a sick spell last month, and physicians were of the opinion that it was a case of ptomaine poisoning. He

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was surely a sick man for a short time, and a very weak man for several weeks afterward. However, he is now back on his transfer job.

Switchman Cullerton is back on the Division Street transfer after three months spent on the Deering switch engine. The Deering work is done by the Milwaukee for three months and then by the C. & N. W. for three months. The work goes back to our line February 1.

Joe Bodenburger, accompanied by Mr. Geo. Franzen, a business man of Bensenville, drove to South Dakota to enjoy a little pheasant hunting. He reports having had a fine trip and lots of sport.

Fireman Ed Schultz has learned how a mark a ballot. It cost him a real good watch, but he knows now. There is a rumor that he regained the watch, but not until it had passed through several hands, and each time it became worth more mazon. So if any one should hereafter care to vote a split ballot it might be worth their while to have a talk with Ed.

Miss Mary Gawrys, of Chicago, is the new face in Mr. Donald's office at the North Hump.

Mrs. C. C. Elliott, wife of our former trainmaster, C. C. Elliott, now of Portage, Wis., came down to Chicago and Bensenville for a short visit the fore part of this month. Her conversation was full of praises for Portage, and we who had also resided in that pretty little city formerly could well understand why she liked it there so well.

Gertrude Franz, who was stenographer in the assistant superintendent's office for several years, has been absent on sick leave for a couple of months, and her cheery smile is surely missed by all the force at the office. All hope for her speedy recovery and return to the office.

Des Moines Division Items

Frenchy

MISS DOROTHY KRISINGER spent the week end of November 10th attending the homecoming at Iowa City, and visiting friends in Chicago. She reports a fine time.

Foreman A. D. Kemp visited his mother at Laurens, recently.

Robert Davis and wife experienced quite a loss in the Ewing Apartment fire, damage being mostly from smoke and water.

Mr. Earl Jefferson, fuel supervisor, is recovering nicely from his serious injury received some weeks since. Was taken to Sioux City, in Superintendent Buechler's car, from which he was removed to his home. His many friends on the railroad are rejoicing to know that his injury, though serious, was no worse, and that he is making such a satisfactory recovery.

Mrs. C. A. Phares was in attendance at the last meeting of the Women's Club at Des Moines.

Mr. V. C. McGee has been appointed agent at Grimes, succeeding Mr. R. G. McGee, who has been appointed operator at Jefferson. C. E. McGrew, formerly operator at Jefferson, has been appointed agent at Varina. Mr. R. V. Dawson, formerly rate clerk in Mr. Warren's office, has been appointed operator in the chief dispatcher's office, Des Moines.

H. Shaw, agent at Gillet Grove, was injured in an automobile accident recently, but is said to be recovering slowly. He is being relieved by Mr. Otto Henderson. His friends are hoping he will make a complete recovery soon.

Miss Linda Nelson spent the week end of November 10th visiting her sister, Mrs. Arthur Ibsen, in Des Moines.

Mr. C. J. Zehr, agent at Boone, is ill in a hospital in Chicago, and is being relieved by

Mr. P. L. Calhoun. His many friends on the road are hoping for his speedy recovery.

Northern Montana Division (Max)

THE heavy shipping on the Division stopped suddenly about the middle of October, due to the extremely low price obtained for wheat. There is a big amount of wheat in the country which will be moved later in the season.

We had a card from C. O. Swanberg, formerly of Lewistown, now located at Rockford, Ill. We shall always remember Charlie as one of the most efficient workers that we have ever come in contact with. He never lost a moment when there was anything to do and as for car records he always had the "Jumbo" book right up to the minute.

A. C. Hohman has taken the position of rate clerk in the freight office at Lewistown. He is not only popular with the employes and business men, but seems to be in demand on phone calls from business establishments where there are women employes.

Harry E. Rowe, our new assistant general freight agent in charge of traffic, accompanied by M. E. Randall, spent several days in the Lewistown territory getting acquainted.

The agent at Lewistown wore out two pairs of soles trying to keep up the pace that the superintendent set in covering territory in connection with the fall rush of business.

Our new industry, the Judith Milling Company, commenced grinding wheat September 15 and have been working three shifts ever since, adding very materially to the revenue of Lewistown station.

The Lewistown Brick & Tile Company have been doing a heavy business this year. Their heaviest shipping will commence soon in connection with the furnishing of brick for the large new school house at Great Falls.

George Craig, traveling freight and passenger agent, with headquarters at Great Falls, has been putting in several days in the territory adjacent to Lewistown.

Mrs. James Barta is visiting in New York City.

Mrs. Thomas Bailey, of Great Falls, left for Omaha, Neb., where she will visit for a month.

Mr. and Mrs. H. E. Graham will spend Thanksgiving with friends at Denver, Colo.

Mr. and Mrs. Charles Gincher of Piper are going to Los Angeles, Cal., for several weeks' vacation.

L. A. Gibbs left for his old home at Hickman, Tenn. He ought to be able to find something good down in that territory.

Another of our employes is headed for Tennessee. Earl Hymal, who will visit friends at Nashville. We know that Earl never had much contact with the mountaineers.

Traveling Switchman M. J. Hickey departed for his old home at Erie, Pa., where he will take employment until there is more work for him in this territory.

We also have a traveling conductor, J. A. Holdsworth, who, with his wife, left for Kansas City, Mo. J. A. always spends the winter months in the south.

Our old friend, Tom Keating, will spend several weeks with his sister in San Diego, Calif.

Mrs. H. M. McCarthy and daughter, of Great Falls, left for Portland, Ore., where they will visit with relatives.

Mrs. Rita M. Holmes, mother of G. D. Holmes, of Grass Range, returned to her home at Pasadena, Calif.

Mrs. C. H. Koch, of Lewistown, went to Harlowton, where she attended the wedding of Miss Fern Johnson to Leslie Eastling, of Moberidge, South Dakota.

C. J. Mondloch and wife are visiting with friends in Tacoma, Wash.

Mr. and Mrs. Joe Nordquist and daughter left for Minneapolis, Minn., where they will spend Thanksgiving with relatives.

Mr. and Mrs. J. J. Toy are spending a month with friends at Sheridan, Wyoming.

E. C. Wright left for Kansas City.

J. Z. Ramsey, of Denton, took a few days off to go deer hunting. No doubt the vacation will be very much enjoyed, as Denton is one of our heaviest shipping points and "Jimmy" has been putting in some long hours.

C. H. Baker, who has been on the extra list as a telegraph operator and agent for some four years, has bought a home in Lewistown, where he is now located.

Wisconsin Valley Division Notes Lillian

A NINE-POUND baby boy was born to Mr. and Mrs. Lester Boetcher November 9. Mr. Boetcher is the division engineer and we extend congratulations.

It has just been called to our attention that Wilbur Crueger, receiving clerk at the Warehouse, was married at Waukegan recently. The information we are able to obtain regarding the affair is very limited. However, we extend our best wishes for a long and happy wedded life.

Mrs. John McCloskey is recovering from cuts and bruises received in an automobile accident.

The clerks in the Freight Department gave a very enjoyable party at the club house on the evening of October 23.

Mr. A. O. Sundett is to be commended on securing a nice passenger business between Wisconsin Rapids and Minneapolis, by his solicitation with the traveling public, recommending our splendid sleeping car service between these two points.

Archie McDonald reports seeing a deer about one mile north of Jim Moore Creek. Hunting season will soon be here and from all reports each hunter should have no trouble in receiving his quota.

Mr. Wm. Swain, crossing flagman at Wisconsin Rapids, passed away at his home after a week's illness, on Friday, November 2. He attained the age of 76 years and entered the service of the C. M. St. P. & P. R. R. Co. in 1882 as section foreman and continued duties in that capacity until about seven years ago, when he took the flag position on account of his physical condition. He will be missed by Wisconsin Rapids motorists as well as by many friends on the entire Division. Heartfelt sympathy is extended to Mrs. Swain and family by Milwaukee employes.

Mrs. D. Wells expects to leave for Evanston, Ill., where she will visit with her daughter, Mrs. Stewart Manson, before leaving for the West, where she expects to spend the winter.

S. M. East

V. J. W.

THE many friends of Engineer Price Hughes will be sorry to learn of his death which occurred at 1:40 a. m., November 2, at Madison, S. D. Mr. Hughes was born March 1, 1858, and began work with the company on August 16, 1895. We extend our sincere sympathy to all bereaved relatives.

We are grieved to report that Agent G. B. Turner of Fulda, Minn., died suddenly with heart disease at 10:30 p. m., on November 1. He was born August 4, 1862, and his seniority on this division dates from May 1, 1893. In addition to his position as agent at Fulda, he was also chairman of the O. R. T., and was a capable and loyal official in this position where he held the respect and confidence of all

who came in contact with him. While his seniority dates from 1893, he has been railroading for the past 52 years. It is with regret that we announce the passing of this life of service and we wish to extend our sympathy to his many friends and relatives who will feel his loss.

Passenger Brakeman M. B. Hanson died October 14, at his home in LaCrosse, after an illness of ten months. He leaves to mourn his loss a son, Lyle, 18 years old, and a daughter, Phyllis, age 10. His wife died several years ago. A beautiful floral tribute was sent by the employes of the S. M. Division, for which the relatives wish to extend their thanks through these columns to all who contributed. Our sympathy goes out to the orphaned children in their hour of sorrow.

Traveling Fuel Inspector, Earl Jefferson, met with a serious and painful accident on the morning of October 11, at about 10:30 a. m. He was riding Engine 2635 on way freight 94, with Engineer Sheldon. When pulling into Flandreau, S. D., Mr. Jefferson, in attempting to get off, slipped under the engine and had his right foot cut off just above the ankle. He also sustained several cuts about the head and body. He was rushed to the hospital at Flandreau. We have just been informed that he will be discharged from the hospital Monday, November 5, and will be taken to Sioux City. S. M. Division car 5804 has been placed at his disposal for the trip, leaving Flandreau on S. M. 111 Monday p. m.

C. M. Aughey, train dispatcher, Austin, has been confined to his home for several days on account of illness.

Chris ("Major") Hagelund appeared recently as the feature entertainer at the Elks' Social Session. Chris renders palpitating dance music on the piano accordion. From first hand reports it is quite evident the Major went over. However, we would suggest that he include "The Sidewalks of New York" in his repertoire.

Mrs. Bernice Sherman, Master Mechanic's Office, Austin, made a trip to Chicago recently to visit her brother.

Evelyn Wigness, Master Mechanic's Office, Austin, has taken three months' leave of absence. Ted Jorgenson is relieving.

H. C. Scott, Ticket Clerk, and R. C. McCoy, Bill Clerk, Austin, attended the Minnesota-Chicago football game October 20.

Were you in on the party at the clubrooms early in October which was sponsored by the girls? The exact object of the party is yet unknown. It was rumored the party was given for Evelyn before her departure for the northern part of the state and it was also suggested there are only three months of leap year left and this gathering was for the purpose of formulating a last minute offensive. "Sniffensnoop" has been assigned to the case and we should have some authentic information next month.

R. G. Evenson, Division Accountant, had a bad accident while returning from Brookings, S. D., recently. The car turned over and, while none of the party of four was injured, all were badly shaken up. The car was damaged to the extent of a broken windshield and wheel.

Agent Danley at Delavan, had the misfortune to shoot two fingers off his right hand while hunting early the morning of October 29. He will not be able to work for some time.

R. C. Booth, our Weigh Master, is leaving the service to devote his entire time to radio work. This work is not new to Roy as he has been building radio sets for the past five or six years. Curtis McCoy is our new Weigh Master.

Road Master J. S. Healy, accompanied by Train Master Halms, Chief Dispatcher Valen-

tine, and Division Inspector Bradford, motored to Mapleton November 6, and attended the funeral of Geo. B. Turner.

The boys at the freight house have had considerable amusement at the expense of Leo ("MUD") Burdette, who gained honorable mention in a debate with a game warden.

Cashier G. B. Williams has gone deer hunting in the vicinity of Duluth. Get your steak knives ready.

The following parody has been dedicated to L. W. ("Andy") Severson:

While sailing down the stream of life,
I met a mighty obstacle.
I know not how, or where, or when,
But all that suffered was my optical.
Don't overlook your dues to the "Hot Stove League"! At our next meeting "Tang" will tell how Minnesota defeated Iowa and, if time permits, "Baldy" will give us the political review.

Splinters from the Wooden Shoe

Brownie

THE biggest affair the Superior Division has to mention this month is the wonderful Safety First meeting which was held in the Y. M. C. A. banquet hall on Tuesday, October 30, at which there were 343 present, 296 of which were employes and the other 47 were wives of employes. We understand this is the largest Safety First meeting that has been held on the Milwaukee Road this year. Vocal selections were given by Mr. Paul Wilson, division freight and passenger agent, accompanied by Mrs. John Whitney, wife of Engineer Whitney, and which were more than enjoyed by everyone present, as Mr. Wilson has a very wonderful voice.

Many things of interest were brought up at this meeting, the chairman, Mr. Valentine, giving a very interesting and instructive talk on how to prevent accidents, and Mr. Esch, safety inspector, also gave a very interesting talk. Mr. Geo. Mercier, carman, then read a paper on Safety First, which he had prepared, and it was more than interesting. Mr. Mercier brought out a good many things relative to Safety First and urged the men to attend the meetings as it was one way that the things that would cause accidents could be corrected, by bringing them up at these Safety First meetings.

Assistant General Manager Rummel and General Superintendent Kelly, also General Roadmaster Shea, made a trip over the Division and we hope they were pleased with the nice railroad that we have now; at least we are very proud of it, especially the east end.

General Manager Harstad, Engineer Maintenance of Way Penfield and W. V. Wilson also made a trip over the Division, and Mr. Harstad came into our freight claim meeting, which was being held at Channing, and gave those present a very interesting and instructive talk on Freight Claim. He did this in between trains, which was certainly appreciated.

French Yeager, yard clerk, was very influential the other day in soliciting twenty cars of scrap iron for our line from Green Bay to Duluth.

We were fortunate the other day, November 10, in obtaining the patronage of forty-four teachers that were going to Milwaukee for the State Teachers' Convention.

E. McMahon, lieutenant of police, came in the office the other day strutting a derby.

Ben Hunt, the porter on the business car, was in a terrible position the other day. He went out on a trip and while gone his horse ate twenty-five pounds of corn and one and a half bushels of oats, all at one time, and Mrs. Hunt was quite worried and wired Ben about it. Evidently your horse was hungry, Ben, or else things looked good to him that day.

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Conductor C. B. Kempley and John M. Stien are on the main line passenger for the past week or ten days.

Conductor George Phillips is off on a pleasure trip through the East.

Brakeman Otto Grebe has given up the Appleton Branch. What do you know about that?

Our oldest conductor, Frank E. DuBois, is laying off and will be gone for the winter to his home in Florida, where he will stay until warm weather comes around again.

If there is anything about football that you do not understand, just ask Conductor Joe Shaha, as we understand he makes a study of it.

We were all very sorry to hear of the death of Conductor John Havey, November 6, at his home in Milwaukee. Mr. Havey has been employed on the Superior Division since 1889 and in that time has made a great many friends. Our sincere sympathy is extended to his family.

We were also very much surprised and sorry to hear of the death of Conductor Joseph Smith, who died very suddenly on November 14. Mr. Smith came in off his run, the way freight, early in the evening and died that night. He has been in our service since 1901 and also has a host of friends on the Division. Sympathy is extended to his family.

Mr. A. C. Peterson, assistant superintendent, is leaving us on an indefinite leave of absence. We are all sorry to have Mr. Peterson leave us, as he has made a good many friends on this Division since he has been with us. We hope to see him again, even if he is on a leave of absence. Mr. W. J. Hotchkiss is going to take Mr. Peterson's place and we welcome him to our midst.

Tacoma Shop Notes

"Andy"
WELL, folks, the war is over—that is, the political war—and the longer it lasted the lengthier it got. In Washington the Bullits were flying so thick, we could Hartley dodge them. During the campaign "Thundering Hoofs," our messenger boy, was wearing so many buttons he looked like a Totem pole. In spite of the fact that there was a lot of mud slinging, the Tide Flats are still with us, so the supply must have been received from some other dump. Speaking of tide flats, we recently received an inquiry from a person who was evidently not very well acquainted with the Sound (probably deaf), wanting to know if there were any vacant apartments on the tide flats. We of course told them "yes," but we did not like to mention any names. That's the kind of a person who always puts a question mark (?) after the word hominy.

Machinist Rickett has a new pastime now; he has gone in strong for cow pasture billiards—or golf. He must have got acquainted with some Scotch people (that word "people" was put in so that there would be no misunderstanding). At any rate, Rick ought to make a good golfer; nut splitting and golf sort of go hand in hand, or hand over hand—anyway you want it—and some day he will be a headliner like Walter Hagen, Al. Pentecost, and others.

Anyone having in their possession a map showing the locations of game preserves had better loan it to Christ Delwo. He recently knocked over a couple of chickens on one of those preserves, and some nasty game warden gave him an invitation to visit the judge. The chickens came high, but I'll bet they were good.

October 10, 1928, was a red letter day for Wm. Killiman, for that is the day he became papa, paw and dad to a bouncing baby boy. We all wish to offer our congratulations.

Harry Miller, from R. W. Anderson's office, has been paying us a visit checking over the

power house and air leaks. Don't know whether it was hot or cold air he was checking.

Mr. G. E. Cessford has been confined to his home on account of trouble with his eye. George said it was due for a Class 5 repair.

John Bayne, our night watchman, is now well fixed to deal with any night marauders around the shops, for L. J. Pentecost has donated to him the use of his Kriminal polizei dog, to accompany him around his beat. Any one caught by him would just make a fair-sized lunch for that hound.

Otto Johnson has been quarantined in his home on account of the illness of Mrs. Johnson.

Geo. Alkire, Safety First man, is doing jury duty.

Anybody who wants to see an "Al Smith" Ford, just take a look at the one Bert Curtice toots around. The only difference is that it not only "Also ran," but still does run.

"THE STORE DEPARTMENT"

Tony Kroha—hees a da beega boss—he bossa da whola bish.

Georga da Felz—hees da stora keep—he handle da requisish.

Mons. Footit—hees da beega clerk—he tell heem to work like hell.

Betty Hagen—she's a da blonda stenog—she answer telephone bell.

Roya Tidd—heesa soma kid—he handle da A. F. E.

Meesta Brewst—he keepa da book—ah smarta man isa he.

Joe Masona—hees da prica clerk—he smoka da beeg segar.

Ethel—she runa da comp—and sometime da Essex car.

Bye Masona—heesa a brudda of Joe—he maka da beeg paycheck.

Bye Heward—he checka da oil—and runa like breaka da neck.

Charlie—when we wanta da price—all over da placu he look.

Gene—hees brudda—hees a pusha da pen all over da book.

Rose Rooney—she pusha da comp—and maka da number fly.

Rosemary—shes come from Montan—we no can tell you why.

Haugen—ah, he worka hard—he maka da ina-voice.

Mike—heesa da office boy—hees da ladies' beega choice.

Joe Smith—heesa bossa da gang—on the floor way down below.

Elmer—heesa da second mate—hees got wan beeg radio.

Reynolds—ah nica boy, curly hair—heesa handle paint and glass.

Kirk—he sella nuts and bolts, da pipe and maybe some brass.

Cavanaugh—heesa da hardware man—he handle hammer and files.

Bill Rickett—he peddle da lita globe—and by-cycle mucha miles.

Ray Fletch—heesa a darka man—he sella d' air brake hose.

Nick Yost—heesa da roustabout—just run aroun follow heesa nose.

Curtice—heesa da lumber man—he sella da wood by cord.

Roy Long—he sella signal part—to pay for da room and board.

Dad Marvin—heesa a nica kid—da youngest wan of all.

Dorsey—heesa sella da casting—and sometime playa da football.

Dees isa not da whola crew—for a more we gota no room.

We mentiona dem soma odda time—byom by, maybe so, pretty soon.

MISSING THE FUN

The man who misses all the fun
Is he who says "It can't be done."

In solemn pride he stands aloof
And greets each venture with reproof.
Had he the power he'd efface
The history of the human race;
We'd have no steam nor trolley cars,
No street lit by electric stars,
No telegraph nor telephone;
We'd linger in the age of stone,
Where when some keen barbaric brain
Of life's conditions dared complain,
And planned a wheel on which to roll
The load his arms could not control,
Sneers rose from all the mighty crew
That ever scoffs at what is new.
The world would sleep if things were run
By men who say "It can't be done."

NERVE

W. H. Shafer

Conductor, LaCrosse Division

"MY dear children, I have summoned you before me to explain that I am nearly through. Not that I am in want nor that I need help at present. I have been out of work, as you all know, for the past three years. The little pile that was laid away is dwindling fast. There is only one recourse—sooner or later one of you must take me in or provide for me a suitable home."

These were the words of an old-time railroad conductor who had been dismissed from the service, as told to his four children.

"Yes, children, I have pulled all the strings in my power to regain my old position. I have even had Senator Allis present my case to the highest authorities, but all to no avail; there is no hope.

"Little did I think in the palmy days that one could be bumped off so easily. And all that is left for you, my dear children, is an accident insurance policy of ten thousand dollars. The stipulations in this policy are that I must meet with an accidental death for you to claim its payment."

For three long, weary years every day, rain or shine, the old conductor trudged to the station to watch his old train come and go and check up on the register. It is second nature for an old-timer to do this. For three long, weary years this conductor had watched his old brakeman do the same stunt as when he was on the job. Their duty was to set out the second and third cars from the engine. These cars were switched out to be taken by a branch crew.

On this particular day the old conductor was on hand as usual to watch his old man do this work. He seemed in good spirits, chatting more than was his old custom, even kidding them about being too slow.

They made the cut, set out the two cars and were backing down with a baggage car, prepared to make the coupling, when a shocking accident happened. They picked up the remains of the old conductor from across the rail after the baggage car had been pulled away. Not a blemish or bruise marred his features. They showed the imprints of a contented soul. The wheels of the car had passed over his chest, crushing out life instantly. It wasn't slippery where he fell, nor was there any obstruction that could cause him to fall.

His heirs received the full amount of his policy. The coroner's verdict was "Accidental Death."

Attention D Company—Thirteenth Engineers

MR. JOSEPH SCHLATTER, of Janesville, Wisconsin, sends the following letter to The Magazine because of the interest it will occasion among the members of D Company of the famous Thirteenth Engineers. The letter was written to Mr. Schlatter by Mr. Mansur, a former Milwaukee employe and a member of D Company. Mr. Mansur is now in France for the Bucyrus Company of South Milwaukee.

The letter follows:

"Saturday at 6:00 P. M. I left Basle, Switzerland, on the Alsace and Lorraine Railway for Strassburg and then changed trains for Metz, arriving there at about 1:00 A. M. I got about five hours sleep at the Hotel Royal and left at 5:50 A. M. on the Est Ry. for Verdun, arriving there at 8:30. After going to mass at the Cathedral I left Verdun at 9:00 by auto for Dombasle, Clermont, Fluery, Souilly, Vadlaincourt, St. Mihiel and back to Verdun. After spending an hour and a half in town I took the train at 5:00 P. M. back to Metz, spending the night at Strassburg and getting back on the job for Monday.

"Sunday morning after leaving Metz I soon got into the country I knew pretty well. At Conflans I did not find much change as the town was not shot up much during the war. At Buzy and Etain I found new towns. The district of the trenches is now fertile fields, and you would never know that at one time they were full of shell holes. When coming through the tunnel I paid particular attention to the hills over the tunnel, for my memory of them was that the stumps of trees were all that remained. The hills are now covered with thick underbrush. A few trees remain that due to their size must have been there during the war. New foliage has taken root, but here and there you see limbs that have not come back to life.

"After passing the tunnel you come to a group of buildings to the left. These buildings are exactly as when we left in 1919. No attempt has been made to clear them away or to repair them. Just before crossing the Meuse is a small town to the right. This town has been rebuilt and looks very nice.

"When crossing the river and going into the depot at Verdun it was like coming into my home town. The station is exactly as when we left except that the buildings have been repaired. There is a new storage house between the round-house and the depot, but the arrangement of the buildings is the same. The first building toward the river is the lamp shed, next the buffet and then the depot. The depot during the war was under the lamp shed, or 'Lampister' as they called it.

"On my visit to the Cathedral in the morning I met with great disappointment. I thought the place would be rebuilt, but no. The altar was all boarded up and they have a small altar at the rear end of the church. The roof and windows have been repaired, but none of the beauty has been restored. The place looks very cold, and it is cold also. The priest looked poor, so I dropped a fifty-franc note in the box, it was the only paper in the box, so I guess the people were too poor to give very much.

"After church I got in the taxi and we left by the west gate and over the viaduct to the 'Sacred Way' to the land that had its good times and sorrows for the 13th Engineers.

"The Sacred Way is now a fine smooth road. The French have erected stone markers along the way with the name of the road on them. The first town we came to that I knew was Balencourt, where Red O'Keefe was Chef de Gare. The next Bleircoui and then Dombasle. Dombasle is completely rebuilt, but the other two have houses here and there, that are the same as before we left. Dombasle has a new depot at about the same spot as the ruins of the old. The water towers have been repaired and are in service. We then followed the railway on into Auberville, the town made famous by Pink Simms. I really did not know the town for it has been all rebuilt. Along the way from Verdun to Clermont I passed the houses of the gate tenders, where we often made our headquarters. I recall the one just east of Dombasle for after the Armistice I had a bath there in a wine keg. There was a young lad from Marion or Savanna with me. We took turns scrubbing each other's back with a scrubbing brush. It was the first time I had felt clean in six months. The next house east is where Fisk Marshall and I nearly were kissed by a Boche shell when inspecting track. At Dombasle I located the road where we turned over four cars, when we hit a motor truck with a train of tanks. I tried to locate the place where Cheadel held sway as cook, but the building has been all repaired. That was the only place I ever had enough to eat in France during the war. Capt. Hugelberger's stone mansion has disappeared as well as the little hut I had that was surrounded by sand bags.

"Clermont presented a very pretty picture when coming over the hill into the town. The high hill with the little church on top resembled one of the ancient castles that we often read about in love stories. The town at the foot of the hill has been all fixed up, but it has not lost the plan of the old town.

"Leaving Clermont we went by the way of Auzeville, Rarecourt, Froidos, Autrecourt to Fluery. At Auzeville I saw one of the old Adrian Barracks in which we spent many a miserable night surrounded by rats, flees and cooties. We came down over the hill past the old camp grounds at Fluery sur Aire. The place is now a heap of rubbish and has not been turned into farm lands. The site of the old hoosgow still shows footprints of McNally. The upright leading into the trench still shows the marks where Whiting humped against it, the night of the air raid at Fluery, while the site of the Blue Goose had so many footprints that you could call off the whole regiment, including sergeant Mc-Millan.

"The best description I can give of Fluery sur Aire is that it is the damndest, dirtiest-looking hole this side of hell. I do not know if we were accustomed to it during the war, but it looked awful, it certainly did not look any better than in the war.

"Souilly will run Fluery a close second. The old headquarters of the 4th French Army still stands as before. I had difficulty in locating the camp, but



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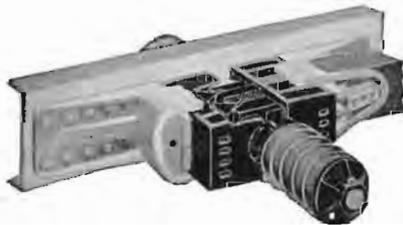
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after some search I located the site of the hospital, the unloading platform that the Thirteenth built, and the roadbed of the railroad we built for St. Mihiel. We then went back through Souilly to Lemmes and Vadlaincourt to Souhemes, where many of the Thirteenth met their Waterloo. I think that the detachment at Souhemes-Vadlaincourt could drink more than any place on the 6 Bis Line, for it held such old veterans as Kerns of Marion, Harry Warner, Jack New of Milwaukee, Hunter and others. I visited the little place that supplied the wet goods for the gang and had quite a chat with the old lady. You recall that there were two daughters, Yvonne and Suzanne who we always called step and a half. The mother told me that they were both married. One lives at Verrenes, the other at Chalons sur Marne. I had quite a time getting away from the old lady for she wanted to talk and also wanted me to stay for dinner, but due to the short time I had and the country I had to cover, I had to run along. The camp at Vadlaincourt shows small signs of the war. I could locate many points very easy: the place where the depot stood, the barracks and the telephone booth where many a private spent his time after drinking too much champagne at the village. I even saw the hole in the ground where Billhorn did the ostrich dive during one of the air raids.

"From Vadlaincourt I drove direct to St. Mihiel going down the west bank of the Meuse along the line from Verdun to Lerouville, but came back to Verdun by way of the east bank. There is not much change in St. Mihiel except that the bridge and buildings have been repaired.

"Verdun itself has the same general appearance, but new homes have replaced those that were wrecked. The streets were made wider and it is now a busy little place. The gate to the city directly back of the depot has been changed and it has lost its beauty of antiqueness. The wall has been cut away and a road for automobiles is on either side. The river front has been repaired and they are now tearing down some of the buildings that were wrecked during the war.

"With reference to the railways in France, the main line from Paris to Berlin is by the way of Rheims. Paris to Vienna is by way of Bar le Duc and Nancy. The old 4 Bis Line leads only from Paris to Metz. The old 6 Bis is no more. The rails have been torn up but the roadbed still stands. From Clermont

to Fluery and from Verdun to Bar le Duc they have the narrow gauge. It was for the reason that the 6 Bis Line had gone that I had so much trouble in locating the various spots.

"While waiting for my train I got chatty with the chef de gare at Verdun and several of the men, and they gave me a royal welcome."

Aromas from the Cereal City

Ray

THE Milwaukee Athletic Club have formed a basketball team and are entered in the City League. Some fast games are looked for during the winter season.

The hunting season is on, and I hereby extend an invitation to myself to be present at any or all game suppers which are put on by Milwaukee men. Machinist J. Kelech and Fireman A. Fink spent two days duck hunting near Manly. Reports are that they shot their full quota both days. Yard Clerk F. Pirkel spent three days near Quasketon. We did not see the results, and think he had mostly hunter's luck. Engineers Keating and Jensen also have the fever. Ed carried a weird specimen of a bird all the way back from Tama, and was proudly displaying it, only to find that it was nothing but a black crow. Next time you go, Ed, take a taxidermist along with you.

We never tried our hand at poetry, but how's this one for a sample?

He is dark of complexion,
Less than six foot two.
He pulls a mean throttle
On the 'leven-sixty-two.
He walks down First Avenue
With the air of a prince.
Guess who he is, boys;
Words do not mince.

Answer in next issue.

HE KNEW

Customer: "I want a pair of spec-rimmed hornicles—I mean sporn-rimmed hectacles—confound—I mean heck-rimmed spornacles."

Shopwalker: "I know what you mean, sir. Mr. Perkes, show this gentleman a pair of rim-sporned hectacles."

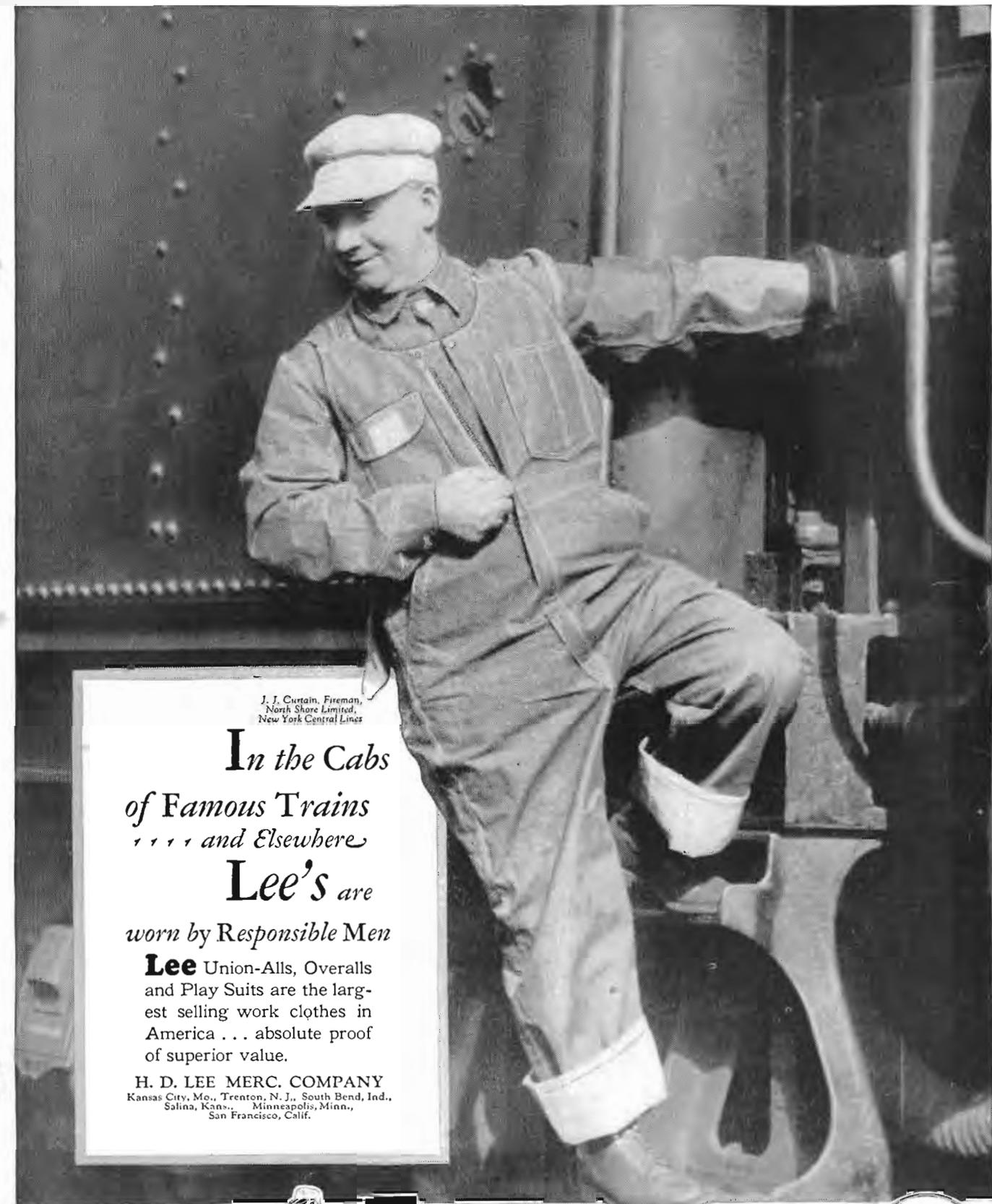
S. O. S.

"Young man," called down the girl's father, "have you any idea what time it is?"

"Yes, sir," said the ex-sailor. "It's twelve o'clock."

"Well?" yelled the stern parent.

"All's well!" returned the gob.



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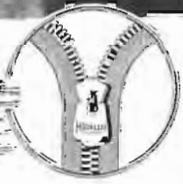
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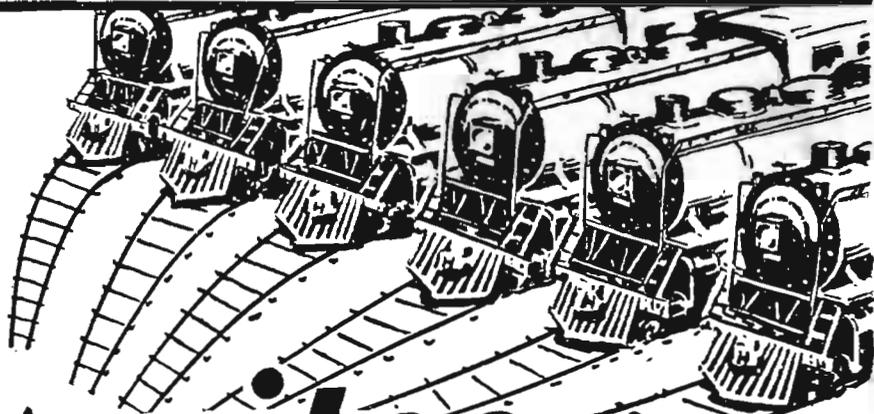


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