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The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

NOVEMBER, 1933



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A Visit to Lac Du Flambeau Agency

A Conservation Works Camp Located There

J. L. B.

WHILE in the vicinity of Minocqua a few weeks ago, we had an opportunity of visiting the Indian Agency at Lac du Flambeau, Wis., which is located about twenty miles Northwest of Minocqua. On arrival at Lac du Flambeau we were introduced by Mr. King of the Indian Agency, to Mr. Marvin E. Dillman, manager of the Conservation Emergency Works Camp located at that point.

Mr. Dillman very kindly took us through the fields of activity and gave us a very good outline on the valuable work being done in camp. There are approximately 165 Indians in the Camp who have been fighting fires during the past summer, building fire lanes, roads, ways and bridges. In this locality the project is the conservation of the natural growth of pine forests and other timber. This work consists in addition to the other items mentioned, the necessity for eradication of Blister Rust which is the common enemy of all Forests.

While in Mr. Dillman's company, we had the pleasure of enjoying a real camp dinner and perhaps a brief outline of the camp and the activities may prove of interest to our readers.

Many visitors at this camp have expressed themselves to the effect that its location is one of the most beautiful in the country. The topography of the country where the camp is situated consists of lakes and beautiful shore line. Although the birch virgin "cork" pine has been cut off from these lands by the ruthless lumberman of earlier days, the second growth of pine has reforested the land not ravaged by the perennial forest fires. The early French traders learned that the most beautiful lake in this vicinity, in the Chippewa tongue was called wa swa gon so ga e gon, which means in French, Lac du Flambeau or "Lake of the Torch." This name was derived from the fact that in the early days in this vicinity the Indians hunted moose by torch light.

There are nine lakes, all connected by natural streams with Flambeau Lake as the outlet, and is where the North Fork of the Flambeau River, which empties into the Main Flambeau River has its source. The head-waters of this chain of Lakes is Twin Lakes and within 50 ft. South of Twin Lakes is Gunlock Lake, the head waters of She she ba ga ma Creek which empties into the Tomahawk River and in turn empties into the Wisconsin River. This 50 ft. strip of land constitutes a Divide, the waters that flow into the Wisconsin River flowing south and the waters which flow into the North Fork of the Flambeau River, flowing northwest until they reach the main Flambeau River which

is one of the main tributaries of the Chippewa River.

Conservation Emergency Works, District No. 1 Camp, is located on the North Shore of Flambeau Lake, the beach at this point being considered one of the beauties of this vicinity. One can wade for a distance of some two hundred feet out into the lake before being obliged to swim, and during the warm months it is a mecca for tourists and their children, the sandy character of the beach and bottom in this part of the lake making it ideal for bathing as well as swimming.

About one-half mile to the west of the camp is located what was once the scene of one of the most sanguine battles fought between the Chippewas and their ancient enemy the Sioux. We had an opportunity of going over the battlefield with Mr. Dillman, the field being easily identified by the existence of mounds where the warrior dead were buried after the battle.

Looking out into the lake south of the camp can be seen historic Strawberry Island, the original home of the Chippewa Indians, and where the early fur traders first saw them. Looking west and south you can see Medicine Rock, which sits like a sentinel at the end of Flambeau Lake Point. This rock has a significance from a religious point of view for the Indians, as it is called the Messenger in the Me Da Win Lodge of the North American Indian.

There are many tales about Strawberry Island, Medicine Rock and the battlefields around the Flambeau Chain of Lakes and Mr. Dillman, with the assistance of Mr. Thomas L. St. Germaine, a relative of one of the former Indian



Mess Hall—Exterior

Chiefs, has promised to give us some further data a little later on.

At the Camp, approximately 100 Indians are housed and fed under the direct supervision of the Indian Bureau at Washington through its Agent in the Field Service, and in addition to this number there are approximately the same number who are on the payroll and who house and board themselves at their homes.

At the camp the gong is sounded at 6:30 a. m. to get the boys from bed, and at 7 a. m. the breakfast-gong is sounded. Meals usually take about twenty to thirty minutes and during the period after meals until the time they get on the trucks, which take them to their places of work for the day, they participate in outdoor sports such as baseball and football. Some write letters to their homes and friends, while some can be seen and heard discussing political or popular topics of the day.

The camp cooks and cookees get noon lunch ready in time to take to the men and boys who are out working at the projects assigned to them, and about 4 p. m. the men and boys return to the camp. The younger members of this camp immediately engage in outdoor sports, while those who are tired go into their tents to rest and get ready for supper which is served at 5:30 p. m. Others go into the "library" tent and read current magazines, or play the radio, which Mr. Dillman indicates is a gift from friends who recently visited this camp.

After supper the boys again participate in outdoor sports, or other leisure-time activities provided for the camp. Some go into their tents to practice on their musical instruments prior to band practice which is held in the mess hall.

The scale of wages at this camp are from \$30 per month up, and the boys are permitted to draw five dollars of this amount in a month's time for their "pin" money. One-half of 5/6, or \$12.50 is used for their clothing and in purchasing other needs for the employees, whereas the other half of the 5/6 is kept for the boys for future use by them, or at their request is sent home to dependents.

On Saturdays and Sundays the boys are permitted to go home for the weekend. Those who remain in camp go to church on the Sabbath Day, conveyances being provided for them, and usually they have a baseball game in the afternoon with neighboring camp teams or with teams from neighboring towns.

Saturday night is the dance night for the camp boys and their friends. Music is furnished by their own talent and dances are held in the mess hall, the dances being reported as huge successes.

Mr. St. Germaine, a relative of former Chief St. Germaine, tells many very interesting stories and Mr. Dillman quoting Mr. St. Germaine tells a true story of how one summer when Mr. St.



Mess Hall—Interior

Germaine's grandmother was too small to go "blue-berrying" with her older sisters, she was left at home while her older sisters went and nearly lost their lives for their audacity.

"My sisters," said the great grandmother, "secretly planned to go berrying, and unknown to the Great Warrior Chief who had given command to all to remain on the Island Home because the Sioux had been sensed by the Chippewa Scouts as being near the vicinity of Flambeau Lake and on the war path. There were twenty of the girls who pulled their canoes half out of the water upon the shore so that they could be launched quickly in case an enemy was seen and flight found necessary. One of the girls had been selected as the fleetest of all the young women of the Island Home, and soon after the girls began picking berries, my oldest sister arose to stretch herself to full height and also to be on the lookout for possible lurking Sioux. As she did so she caught sight of an Indian dropping to the ground apparently to be out of the line of her vision. She had seen him however, and as she looked where he had dropped to the ground, she could see the war feathers of his bonnet waving in the light breeze. She quietly picked her berries and made her way toward her nearest neighbor and gave the warning that an Indian was watching them. That girl did likewise to her neighbor and thus girl after girl was notified of the danger that lurked so near them. All of the girls quietly and leisurely began picking berries and walking toward the canoes. The wily Sioux, however, discovered the ruse and emitted the terrible war-cry of their tribe, and a number of Indians leaped from their hiding places and ran to scalp the Chippewa girls. The fleet-footed Indian girls, however, out-ran the Sioux warriors to the canoes, excepting one of my sisters, the one next to me in age and older. She made the fatal mistake of listening to the blood-curdling war cry of the Sioux, got excited and stumbled. My oldest sister pulled her to her feet and switched her legs to make her run, but the younger sister fell again. This time she lay there while the older sister ran on, to jump into the waiting canoes with the other girls who had escaped being tomahawked. The girls arrived home crying, 'We have left one of our sisters behind and she is now at the mercy of the enemy.' Chippewa warriors quickly equipped themselves with war implements and made for the nearest shore and upon arriving at the scene where the sister fell, the Chippewa Warriors could find no trace of the lost girl. A cousin, however, noted a broken blade of grass here and there and following the faint trail he soon came upon his cousin lying under the branches of a fallen tree. She was still alive although she had been knocked senseless by a blow from a Sioux tomahawk and scalped. Later when she had been revived she told how she had momentarily regained consciousness while the



Camp Boys on the Work

Sioux Warriors were at the beach trying to reach the other girls, and she had managed to drag herself away and hide

before they returned to finish their victim, thus saving her life."

Mr. St. Germain tells many more stories, one in particular which compares the treatment accorded the Indians by the government in former days, and the present policy toward the Indian.

(All rights are reserved on the foregoing story of the Lac du Flambeau Agency.)

Extinct

"I wonder why they don't hang horse thieves any more at Crimson Gulch, mused the salesman.
"Wal," said Cactus Joe, "there aren't any more."
"No more thieves?"
"No—no more horses."

VETERAN EMPLOYEES' ASSOCIATION

Secretary's Report

To the Members of the Veteran Employees' Association—Greetings:

Deeply appreciative of the courtesy extended to us by the Editor of our splendid Magazine and realizing the value of space in it, your Secretary will endeavor to make this report of the activities of the past year as brief as possible.

We have at this date 5,806 members which includes 176 new members, enrolled since the last report a year ago. Under existing conditions we feel that the Veteran Employees Association is making a very creditable record. We regret to report that we have lost by death, in the same period 169 of our valued members.

Feeling that many had simply forgotten, the Secretary sent "little reminders" of unpaid dues to all who were in arrears for two years and longer and they have been accepted in the same friendly spirit in which they were sent out. We are sorry if any were received by members who were unable to pay and want to express this regret now but the many letters which we have received, thanking us for the reminder seem to indicate that our idea was correct.

Two thousand dollars have been contributed for Relief work during the past year through the Milwaukee Railroad Women's Club who have distributed it among needy Veterans, completing the five thousand dollars voted in 1932 for this purpose.

Your Secretary has endeavored to answer promptly all letters which required a reply and to write letters of sympathy to the families of those who have been called to a higher service.

Thanking each and every one for the courteous and considerate treatment of the Secretary, we hope that another year will find conditions improved on OUR railroad and that we can have another grand and glorious convention.

With best wishes for your health and happiness.

Respectfully submitted,
MRS. GRANT WILLIAMS, Secretary.

Treasurer's Report

Statement of Receipts and Disbursements, September 1, 1932, to August 31, 1933

Balance, August 31, 1932:		
In First National Bank, Checking Account	\$ 435.61	
In First Union Trust & Savings Bank, Savings Account.....	2,607.74	
Cash on hand	688.38	\$3,731.73
Receipts from:		
Initiation Fees	\$ 176.00	
Dues	4,215.00	
Sale of Membership Buttons	2.75	
Miscellaneous Receipts55	
Interest on U. S. Liberty Bonds.....	63.75	
Interest on University Court Apt. Bonds.....	195.00	
Interest on Certificate of Deposit.....	25.37	
Interest on Savings Account.....	72.17	
Total Income	\$4,750.59	
Proceeds from Certificate of Deposit	4,000.00	
Total Receipts		8,750.59
Disbursements:		
Printing and Stationery	\$ 115.55	
Office Supplies	11.82	
Postage	165.12	
Dues Refunded	5.00	
Secretary's Salary	900.00	
Auditing of Books	25.00	
H. Hammersmith—Membership Buttons	317.50	
Mary Sparrow—Veteran Relief	2,000.00	
Miscellaneous Expense	2.00	
Sundry Charges by Bank, a/c Federal Tax on Checks, Unpaid Items, etc.	29.54	
Total Disbursements		3,571.53
Balance, August 31, 1933:		
In First National Bank, Checking Account.....	\$2,543.70	\$12,482.36

In First National Bank, Savings Account..... 5,691.91
Cash on hand

Income Account

September 1, 1932, to August 31, 1933		\$8,910.79
Total Income for Period—September 1, 1932 to August 31, 1933.....	\$4,750.59	
Total Disbursements for Period—September 1, 1932 to August 31, 1933.....	3,571.53	
Net Income for Period		\$1,179.06
Net Worth:		
Cash on hand and in Checking Account, August 31, 1932.....	\$1,123.99	
Balance in Savings Account, August 31, 1932.....	2,607.74	
Invested in Securities	\$3,731.73	
Net Worth, August 31, 1932.....		\$11,231.73
Add—		
Net Income year 1932-1933.....		1,179.06
Net Worth August 31, 1933.....		\$12,410.79
Invested in:		
U. S. Liberty Bonds No. A00812461.....	\$ 500.00	
U. S. Liberty Bonds No. B00812462.....	500.00	
U. S. Liberty Bonds No. C00812463.....	500.00	
University Court Apartment Bonds	2,000.00	
Balance—First National Bank, Checking Account	\$3,500.00	
First National Bank, Savings Account.....	2,543.70	
Cash on hand	5,691.91	
	675.18	
		\$12,410.79

The Great World Need

D. E. Wood

"TO BE OR NOT TO BE!" that is the question.

Causes precede effects. Results follow activities. Conditions in the world today exist by reason of causative activities, but all people do not agree as to just what these causes are. To discuss them, therefore, would be merely to express an opinion of the situation, without doing anything constructive.

All humanity is facing certain conditions. Observation from a worldwide point of view discloses a marked similarity in those conditions. Taken by and large, whatever the walk of life, people are affected much alike; their struggles are along the same lines; their tastes and desires differ very little. Only in degree, may it be said, that the respective positions of the world's humanity differ enough to be contrasted.

That which animals want, they seek to take. The cave-man did not, at first, swing his club for protective purposes, but rather to subdue for his own use and sustenance. As a measure of defense, he early realized that the club was not to be desired, except in emergency, because it brought him too close to his foe. So he threw it at him, looked around, saw a rock and threw that, thus keeping his enemy at a distance, and either beating him off or destroying him in true defense style.

To advance aggressively within "striking distance" always means to expose one's self to the defense methods of an opponent. Such procedure results in establishing an opposition of forces—creating two sides of the question—with the spirit of self-preservation springing normally from the soul of each advocate. As each sees the situation from his viewpoint, only one reason is logical. That is the one each advocates.

In a material world of opposites, where positives oppose negatives; dark-

ness, light; heat, cold; sweet, sour; *ad infinitum*, man reasons that it must be his nature to live in a state of duality, instead of unity. It seems perfectly proper, since the male opposes the female, for the rich to oppose the poor, and those who have the physical power to oppose those with less. "Get" naturally opposes or enforces "give," and the world thinks nothing of it.

Prehistoric

Let us go back for a moment—years, generations, ages, eons ago, when prehistoric man learned to wield his "big stick." During leisure hours, he conceived the idea of shaping another cudgel for use, in case anything happened to his first one. Just as it was finished, his brother came along, saw it and wanted it. Since they were together in one family, this was agreeable. Then he set to work to make another, and another, until he had several "extras" on hand.

Come along a few eras, when man wore clothes and lived in communities. Each clan had its own associates, more or less friendly. The older men busied themselves making extra supplies for others, and gradually, with a varied stock on hand, the General Store idea was born.

Collectors

Originally this idea was merely to supply what people wanted, to maintain a sort of supply house of the things people from time to time would need in the ordinary affairs of living. Those things were exchanged for other things. One man had a war-club, and he wanted a spear; another had a wooden seat and he wanted a pair of moccasins. Values were established by both men, each according to his individual ideas of equivalents, much as boys nowadays may exchange a jack-knife for a lot of marbles.

The ultimate result of this process of barter or trade was the development of

a large number of persons whom we would today call "collectors." One man wanted all the spears he could get; another, all the knives; a third, all the sea-shells; a fourth, beads, and so on.

Salesmanship

One day a man came to the store and wanted an article he saw, but he had nothing to give for it. Realizing the necessity of making an "even exchange," he told the storekeeper that he would be in the next week and bring him a sheep. The storekeeper had no way of keeping a sheep, and desiring to accommodate his neighbor, the trade was made with a promise on one side and a delivery on the other; but the storekeeper at once began to hunt for someone who wanted a sheep. Right there the modern idea of salesmanship originated—finding a person who wanted something you can supply.

Money

Not much time or experience in such an occupation was needed before the idea developed that inquiry could be made about several articles as well as only one. This would necessitate, of course, having a stock of such articles, and so—why not have some medium of convenience, which might be agreed upon between both parties, to be received by each person in exchange for the commodity desired. There were so many different mediums of exchange in existence—shells, knives, beads, etc.—that an agreement ultimately had to be reached by which one universally recognized medium, different from all the rest, was established. Little pieces or nuggets of metal were decided upon, and reading about them in history—"twenty pieces of silver," "shekels of silver," "wampum"—recalls to mind some early historical records of the idea of money. It was only established as a means of accommodation and convenience, so that the matter of barter or trade could be simplified. That, in fact, is the underlying or basic idea behind our present standard of wealth.

Bankers

But since every result becomes in turn a cause, so the idea of money soon developed into a large number of "collectors" of money. They termed themselves "bankers." From their point of view, the one thing most important to "collect" was money, because it afforded the people the most convenient way and means of obtaining anything they wanted. Therefore, it soon became, and still is, the most universally sought of all things.

The bankers were quick to realize this state of facts, and encouraged people to deposit their excess money in "strong boxes" and vaults for safe keeping. They even offered to pay the people a small interest rate for the privilege of having the money on hand and keeping it for the people whenever they might need or wish to use it. This idea was purely helpful, philanthropic, and kindly, in its original concept.

Commercialism

Come along more time, however, and
(Continued on Page 29)

An Antelope Herd

The Hobby of a Montana Ranch Owner

By Lon Cook

CIVILIZATION, pushing back the frontier always takes its toll of native life, and the American antelope has been no exception. But occasionally the aborigines find man, whom they dread, actually their ally. In one instance at least this has been the experience of the American antelope, with the result that on the William ("Bill") Sullivan ranch of 30,500 acres along the route of the Milwaukee Road in Montana there survives, today, a herd of 650 of these diminutive members of the deer family that once roamed the Western plains in thousands.

They may pay slight heed, these gentle creatures, to great transcontinental trains rushing by. They have grown accustomed to such manifestations of the power of man. They know that the trains stick to a beaten path and are harmless if one is not foolish enough to disregard fences and stray upon the tracks.

But, notwithstanding, they remain fearful of man himself. And, in their last stand against encroaching civilization and against danger, real or fancied, the antelopes have an unusual way of transmitting a warning to all their fellows.

They do it by a novel system of heliographing. The system seems peculiar to their breed. To illustrate: A herd may be grazing quietly. Something suspicious is sighted by a member of the herd. There is no frantic cry of fear, no bleating, nor roar of rage; but the startled member of the herd takes to its heels, and as it goes it raises the hair on its rump so that normal gray, tan or brown of surface hairs is submerged in a sea of the white growth next to the skin.

The other animals, quick to note this warning sign, are off like a flash. And if anyone thinks an antelope can't make speed when it decides to run, he is sadly in error. To photograph the American antelope untrammelled in its native haunts is a task worthy of a master. Recently, in rounding up antelope on the big Sullivan ranch, that photographs might be made for this story, a means typical of modern times was used. This consisted of an airplane. It circled hither and yon about buttes and over the rolling plains, lining up the speedy creatures for an impromptu round-up. Doing this it was noted that, with the herd in motion along a fairly straight course, it was necessary for the plane to maintain a speed of 64 miles an hour to keep pace.

These animals delight in running. Speedier than even the greyhound, it has few foes to fear in the open. However, as their safety lies principally in speed and not in combativeness, they are off like the wind at the first threat of danger. There are two natural enemies of the antelope that even its swift-

ness may be unable to overcome. One of these is heavy snow. Another is the great golden eagle.

The snow covers the forage of the animal and also hampers the creature's speed. This means that the animal may become weakened from hunger, if caught in a snow-storm, and then fall a prey to wolves and coyotes. Always, in regions where the golden eagle nests, there is danger that the giant bird will swoop down on the antelope and wreak havoc with beak and talons safe from the sharp hoofs that might slash a foe on the ground. Once cornered, the antelope may use hoofs and horns with telling effect.

On the Sullivan Ranch, however, winter snows hold few terrors for the ante-



On Guard

lope. The dainty creatures know that food will be put out for them as for the domestic animals. The coming winter the herd of 650 will be assured food as fully as will the 1,500 Hereford cattle on the same ranch, for during the past summer the rancher and his crew of fifteen men have put up 500 tons of alfalfa and 1,500 tons of hay. The antelope herd protected by Sullivan has grown steadily through the years.

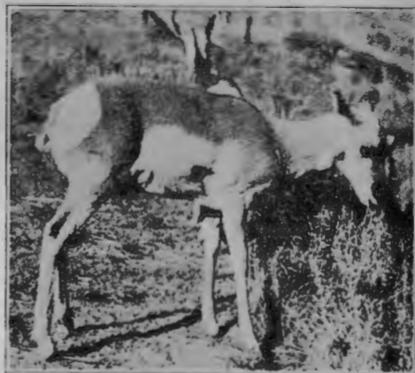
Sullivan has not been without a purpose in building up the largest known herd of antelope now existing on the American continent. Among his many duties, he is chairman of the Montana State Game Commission and deeply interested in the preservation of wild life. Thirty years ago he noted the migrations of the antelope herds, from plains to wooded areas with the first snow in the autumn and back to the plains at the approach of spring. He admired the animals and determined upon their preservation as a hobby. The food they consume, the range they roam, might keep many more head of Hereford, but that is a matter of no concern to Sullivan.

The experiences of Bill Sullivan since he reached Montana in 1893 affords a cross section of frontier life. He had set out from his Illinois home to find gold. Even then a youth of 18 years, he had conceived the idea that the an-

swer to his hopes might lie in Alaska. But in Montana he became stranded. His money gone, he obtained employment on the McLeish ranch, caring for sheep and lambs. Next he became a cow hand on the Milner ranch. There he was promoted to foreman and manager and finally to the vice presidency of the ranch company.

Many and varied experiences have been his, since then. He is president of the Chouteau County Bank at Fort Benton and a director of the Federal Reserve, First Helena District. He was prominent in Liberty Loan drives and in food conservation during the World War. He has long been identified with game conservation.

But in some of his earliest experiences he finds his greatest enjoyment—experiences in those days before he had become a figure of wide prominence and a man of substantial means. He recalled recently that good cooks were a scarce commodity in the earlier days in Montana. The job went begging. Into such a situation in the spring of 1902 rode a long, lean, lazy looking Texan, riding a flea-bitten horse. The newcomer was given a hearty breakfast, with true Western hospitality, and then he was asked if he sought work. "That depends," he answered laconically. "Well, can you cook?" Sullivan asked. "That's my long suit," drawled the elongated individual from the Lone Star State. He was hired. "And," said Sullivan, "I believe he was the worst cook ever encountered anywhere. But the men didn't kick. Perhaps there was a reason. Always,

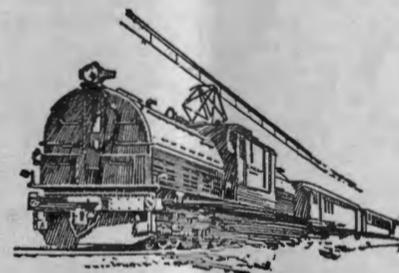


Forage on the Range

when the food had been put on the table, and the men sat down to eat, the lanky Texan stood silently against the wall. He was an uncommunicative sort of fellow and he made a rather fearsome figure as he stood slouched against the wall but with a six-shooter hanging in his belt and reaching almost from the hip to well below the knee—the biggest revolver I ever saw. For some reason, the cow hands didn't register any kicks about the food.

"Then, one morning, a deputy sheriff showed up with news that Sheriff Jack Wait of Fergus County was looking for a man of the type of our cook, wanted on a murder charge. The next day we were seeking a new cook, and I believe some of the boys heaved a sigh of relief, although no one questioned the courage of the average cow hand—then or now."

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



The Station Agent

While there are no particular codes applicable to railroad employes, the following "code" of our own adoption may be considered appropriate for station agents:

As the agent is the contact man between the railroad and the public, he should be thoroughly familiar with his own railroad, and the resources and attractions of the territory it serves.

He should have the requisite knowledge of freight and passenger rates and schedules to and from the town to which he is assigned.

He should have initiative, maintain a reputation for moral and business integrity and be considered one of the town's leading business representatives.

He should have the confidence of the public so that his word or advice will be sought and relied upon.

He should be courtesy personified, accommodating and helpful at all times and under all conditions.

With these qualifications he should be successful in his endeavors to retain old patronage and obtain new business for our railroad.

Vice-President

(Contributed by T. E. Thompson, Relief Agent, H. & D. Division)



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXI

OCTOBER, 1933

No. 7

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

CARPENTER KENDALL, Editor

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

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E. P. Willey

WITH great regret we announce the sudden death of Mr. E. P. Willey, Auditor of Expenditure, which occurred in Norfolk, Va., on September 26th. Mr. Willey was en route home from a trip to Lexington, N. C., where his family was visiting. Funeral services were held at Lexington on September 29th.

He is survived by his widow and three children, to whom the deep sympathy of his many friends of the Milwaukee Family is extended in their sorrow.

Mr. Willey entered employ of C. M. & St. P. Ry. Co. September 26, 1919. Engaged as Assistant Engineer on analysis of capital expenditures until May 1, 1920, when he left the service of the Railway Company. Again entered the service of the Railway Company January 1, 1921, as Traveling Engineer Accountant for the Engineer Auditor. Appointed Assistant Auditor of Investment Accounts July 16, 1922. Appointed Assistant Auditor of Expenditure April 1, 1924. Appointed Auditor of Expenditure November 15, 1927. Entered U. S. A. Artillery Service September, 1917. Sent overseas and was commissioned Lieutenant.

The Legionnaires

“AND we won't come back 'till it's over, over there!”

Marching rout step and lustily singing war time refrains members of the American Legion and Auxiliary took the Chicago Union Station by storm last month.

Arriving for the annual convention the station was made vivid by the resplendent uniforms of the legionnaire delegation, many accompanied by bands and drum and bugle corps.

What a spectacle it was for a patriotic railroad employe to behold Old Glory, accompanied by the post's colors, out in front, and throngs bringing up the rear



Seattle Post Drum and Bugle Corps

Rail School Taxes Educate

1,641,000 Pupils

“THE broadening and educating effects of travel have long been known to our footloose citizenry,” says the *Railway Age* in a current editorial, “but the importance of our railroads as educators to the stay-at-home younger generation has rarely been emphasized nationally. A recent study of railway taxation made under the direction of the Association of Railway Executives now affords a basis of measurement of the importance of the railroads to education.”

“This study includes a state-by-state summary of the uses made of the taxes paid by the railroads,” the *Railway Age* continues. “Due to the inadequacy of certain state records, some of the statistics apply to the year 1930 while others apply to the year 1931. This difference, however, is not considered of sufficient importance to deprive the figures of very great interest and value.”

“The report shows an annual payment by the railroads of \$148,041,456 in school taxes. According to the Office of Education of the United States Department of the Interior, the average expenditures on public elementary and secondary schools in 1930 amounted to

\$90.22 for every pupil enrolled. This figure includes expenditures for new buildings as well as operation and equipment costs. Even on this basis, however, the annual school taxes paid by the railroads were sufficient to provide a year's education for 1,640,894 pupils.

“Education costs in Illinois in 1930 in primary and secondary schools averaged \$110.42 per pupil enrolled. Railway school taxes in that state were \$10,864,070, or an amount sufficient to pay the year's expenses of 98,389 pupils. Similarly, railway school taxes in the respective states were sufficient to pay the annual expenses of 86,452 pupils in Michigan, 80,047 pupils in Ohio, 79,210 pupils in New Jersey, 70,956 pupils in Oklahoma, 70,384 pupils in Pennsylvania, 70,087 pupils in Virginia, 68,045 pupils in West Virginia, 65,909 pupils in Kentucky, 60,492 pupils in Arkansas, 59,290 pupils in Indiana, 54,736 pupils in New York, and 51,648 pupils in Kansas.

“One does not have to travel to be educated by the railways,” concludes the *Railway Age* issue of September 23, 1933.

detraining from Milwaukee Road trains arriving from every section of the railroad.

There was Seattle Post Number One drum and bugle corps, and the Monahan Post band from Sioux City, winners of second prize in the national band contest. And a 22-car train from Minnesota; the Mason City drum corps; hosts from Aberdeen and other posts in South Dakota; an enormously large delegation from Wisconsin; the glee club of the

Auxiliary at Minneapolis; the famous Hollywood (Calif.) band; delegations from every state served by the railroad including our own Milwaukee Road post located at Milwaukee, Wis. They came singly and in groups; on regular trains and on extra trains.

The Legion movement together with a heavy volume of travel to the Chicago World's Fair represented the biggest concentrated movement into Chicago over the Milwaukee Road in recent years.

Reduced Passenger Fares

“WHY don't they reduce the rates? They're hauling the cars anyway and they might as well get some people into them.”

How often railroad employes have heard the above remark. Perhaps some of our own employes have uttered it.

Without going into a question of economics that might be involved, our employes now may have a ready answer for the critics, well meaning or otherwise, of the railroads. Passenger fares are to be drastically reduced Dec. 1 for an experimental period of 6 months.

Thanks for the Old Time Feast

N. B. D.

AGAIN, Thanksgiving time, with all its memories and its meaning, as in the years since that little band began its celebration there in the Massachusetts Bay Colony after a year of hardships, and looking back from here, we wonder what they had to be so thankful for.

I heard a man say the other day, that there were many who had nothing to be thankful for this year, and I suppose he may be right, but I planted tulips that afternoon and the sky was so blue, the blue of perfect Indian summer, and the trees on the river such a blaze of gold and everywhere there seemed peace and plenty, and the glory that is my birch tree in October filled the day with beauty.

Along my walk came an old man, one who helps us all with those odds and ends of jobs of which there seem to be so many this time of year. “Well, John,” I greeted him . . . “are you working any these days?” . . . A million wrinkles came with the smile on his face . . . “Oh, yes,” he said . . . “I work lots, I have already half my taxes made, last year no one could pay me, this year I have plenty jobs” . . . and I looked at my birch tree and knew he had much to be thankful for.

And a broom peddler stopped beside the tree, he was old and his load was heavy . . . “How is business?” I said to him, “Good, very good, this beautiful weather,” he answered. I lifted my basket of leaves for the winter cover to

The present basic fare of 3.6c a mile is to be reduced to 3c a mile and for travel in coaches to 2c. Round trip tickets good for 10 days will be sold for 2c a mile and will be honored in all classes of equipment. Fares for tickets bearing a longer limit will be computed at the rate of 2½c a mile. The surcharge on sleeping car tickets is to be eliminated entirely reducing the present scale of sleeping car rates by one third.

Passenger traffic officials are exceedingly hopeful that these reduced fares will materially stimulate travel over the Milwaukee Road.

Transporting the C. C. C.

SCENES reminiscent of war-time days when troop trains were being dispatched over the railroads of the nation were enacted last month on the Milwaukee Road in connection with the transportation of more than 6,000 members of the Civilian Conservation Corps.

The movement involved almost all divisions of the railroad and comprised both men being mustered out of service and men recently enrolled for reforestation projects authorized by Congress.

In addition to the movement of the men and their baggage, equipment and supplies including field kitchens and rations were handled. On long distance movements involving special trains stops usually were made twice daily

my tulip bed, and I looked at him, and he could not see the tree, for he was blind. Things to be thankful for . . . I thought as I piled the leaves over the bulbs—many things.

Over in a Northern County I know of a drouth stricken homestead where six little children will have their mother home for Thanksgiving. Some time ago she left them to go on one of those long journeys, from which many mothers do not return. But now she is coming back again. Crops will again be good, probably next year, rain will fall, there will be food this winter some way and wood is to be had and could there ever be anything so fine as that she will be back for Thanksgiving. The baby is two years old next month and she writes she is bringing her a doll. Things to be thankful for.

Whatever of good or ill that year has brought us there is no doubt that it has brought enough, that we may offer thanks at the old Feast. Thanks to the Giver of all good for His bounty and His protection. For food given by those who have more than they need to those who have so little. For the helping hand and the helping word, and in spite of the trouble and depression that has been throughout the land may we know that we stand secure in our position as one of the great nations of the earth and let not that story of the first Thanksgiving fade from the memory of Americans. Let us give thanks at the Feast this November day.

along the way to enable the men to exercise and field kitchens were set up along the right-of-way to permit of feeding the men out-of-doors in military fashion.

Routes, trains, schedules and other details connected with the movement were prepared in conjunction with the Western Military Bureau.

“Peace time movements of this nature demonstrate the supremacy of the

railroads in the field of mass transportation and serve to emphasize the vital necessity of an adequate and efficient railroad system, immediately available in times of national emergency.”

WHAT SIZE TRUCKS?

Editorial from the St. Cloud (Minn.) Times and Journal-Press, September 21, 1933

SHALL the size of trucks be limited by considerations of public safety, public convenience and public policy—or shall the strength of the pavements be the only test?

“Strength of pavements,” solemnly proclaims the Federal Bureau of Public Roads. The American Association of State Highway Officials willingly accepts this as final. And the operators of the big trucks throw up their caps and cheer.

But in some states Mr. John Public has had the audacity to insist that he has some rights, too. He has risen to suggest that he doesn't give a tinker's what-not about the official pronouncements of these road-building bureaus and associations, and that he cares still less about what the highwaymen think.

“After all, I'm the poor sap who pays for the highways,” says John Public. “I'm the chap who's going to say how my roads shall be used—or not used. If I don't want my wife's mixing up in a life and death competition with a flock of rubber-tired box cars every time she takes the children to town, then I don't propose to stand for it.”

“You can take your juggernauts, build your own roads, and run 'em just as big as you please. But so long as you're using my roads, you're going to play by my rules, and I don't have to look to these road-building bodies to tell me what the rules should be, either.”

This, of course, doesn't fit in with the natural ambition of the road-builders to spend all the tax dollars they can lay their hands on. It isn't hard to see that if the physical strength of the super-highways is to be the only meas-



Officers and Directors of The Milwaukee Road. Standing, Left to Right: W. W. K. Sparrow, Vice-President; O. W. Dynes, General Counsel; Howland S. Davis, Director, New York; Fairman R. Dick, Director, New York; Walter W. Colpitts, Director, New York; H. A. Scandrett, President; C. S. Jefferson, General Solicitor; Robert T. Swaine, Director, New York; J. T. Gillick, Vice-President; Mark W. Potter, Director, New York; H. E. Pierpont, Vice-President; Pierpont V. Davis and Geo. W. Bovenizer, Directors, New York. Lower Row, Left to Right: D. C. Curtis, Chief Purchasing Officer; R. J. Marony, Vice-President, New York; O. N. Harstad, General Manager, Chicago. H. E. Byram, Chairman, and S. H. Fisher, Director, New York, and M. J. Cleary, Director, Milwaukee, joined the party later.

ure of the size of trucks, a lot more highways will have to be built and rebuilt up to those super-standards. And what a swell road-building job that will be. What a perfectly delightful orgy of tax-spending. And this regardless of the fact that much less expensive roadways will generally serve all purposes if the oversize, road-pulverizing inter-city trucks are barred.

This interference of John Public is also very distressing to the highwaymen. They strenuously object to any restrictions on their so-called rights to exploit John Public's highways. So when Texas, for instance, says that no truck can operate on the public highways with a load of more than 3½ tons, except where the load is being moved from farm to market, the highwaymen give vent to unrestrained indignation.

Now we hear of a petition by the Federated Motor Trucks Association addressed to the Secretary of Agriculture, asking him to urge the President to call

off the restrictions which they say, interfere with the NRA or something. They want the Federal Bureau of Public Roads to tell Texas and the rest of the states what size trucks John Public will have to put up with—and even how much he can tax them.

This is about the greatest impertinence that has been perpetrated by these highway marauders to date. After all, they pay no real taxes—that is, taxes for the support of schools, state institutions, police, etc. Every cent of their taxes is returned to the roads they use. And the whole lump sum is only a pittance as compared with what property owners pay and owners of passenger automobiles pay for the building and maintenance of highways and streets.

If anything were needed to rile up the fighting spirit of the real taxpayers and the great majority of highway users, this latest exhibition of the colossal crust of the highwaymen should do it.

or eight ton a day. The 7,344,000 yards of yarn dyed daily in this dye house, if stretched in one long string, would reach approximately five thousand miles or from Chicago to San Francisco and return.

After the yarn has been dyed the required color and this color made fast by a patented steaming process, it is passed on to the weaving rooms. The weaving rooms, located on the very top floor where unobstructed day-light can be obtained, contain mammoth Jacquard looms so large that a ceiling clearance of 23 feet is needed to accommodate them. These Jacquard looms are one of the most amazing human like machines ever perfected. Thousands of nimble, mechanical fingers, unerringly select the right colors at precisely the right instant forming the pattern rapidly before your eyes.

When the purchasing agent of a railroad decides he wants a certain kind of carpet for a lounge or parlor car, he asks that designs be submitted to him by various rug mills. When a design suiting his particular needs and color scheme has been approved, this contract is awarded the mill designing that particular pattern. Usually the railroad

Story of the Carpet in Milwaukee Cars

By J. L. Elliott

HAVEN'T you often sat in your home, your office, the lobby of a luxurious furnished hotel, or in a modern railway parlor or dining car and studied the delightful colors and pattern of a beautiful rug or carpet and wondered how the countless number of patterns in their myriads of colors were made.

The accompanying photograph shows an interior view of one of the new, ultra-modern lounge cars now in service on the Milwaukee Lines. Notice how the beautiful carpet seems to be a part of the rest of the wonderful fixtures "Made to order" you say. You are right, and have you ever heard the intriguing story of "behind-the-scenes in a great carpet mill" and had explained to you just what goes on when the people in charge of passenger equipment decide they want a certain kind of carpet for a beautiful lounge car? If not, I am sure you will find it most interesting and educational. Inasmuch, as it is impossible to meet all of you personally and conduct you on a tour of the enormous new plant of the Olson Rug Company, I will attempt to describe briefly just what takes place in transforming raw wool to a beautiful finished rug or carpet such as you see every day in standard Milwaukee passenger equipment. You might be surprised to know that carpet used in railway cars is subjected to very severe wear under most unfavorable conditions. In fact, such carpet receives the most grilling test of any in regular commercial use, therefore, only the finest grade of Wilton carpet is purchased by the railroads.

Imagine, if you can, great piles of tangled, wiry, raw wool being combed into a mass as white and luxuriously soft as down. In order to obtain the strongest, finest wool available it was necessary to ship this product all the way from India, Persia and the Himala-

yan Mountains. It comes from these far-away points by steamer to such ports of entry as Boston, New York and Philadelphia, and thence half way across the nation in carload lots by rail.

Picture this same wool being tightly spun into fine, resilient yarn, not on little spinning wheels of Colonial days, but on great machines 120 feet long that hold you fascinated by their hugeness and amazing performance. Instead of having just one spindle as did the old type of spinning wheel these have over four hundred to each machine. In the course of a regular working day these machines spin over three thousand pounds of high grade rug yarn. Reduced to yards this means about 1,453,000 yards per day.

Anyone who has undertaken the task of dyeing a dress, a pair of trousers, or a coat would gaze in wonderment at the immensity of the Olson Rug Company's dye house. This so called dye house is an immense room occupying an entire floor and contains gigantic steaming vats that have a dyeing capacity of seven

company has its own specifications with regard to the technical construction of the carpet. The pattern is transformed into cards that look like a music roll and the dye house sets to work to match the colors shown in the painted design. When all is in readiness the great looms begin the weaving.

It is not long until great rolls of the carpet begin to appear on the looms.

When the rolls have been carefully inspected an endless conveyor carries the finished product to the wrapping and shipping room where they are wrapped in very heavy paper and carefully bound in burlap. The wrapped carpet then moves down to the shipping platform where they are loaded in waiting Railway Express trucks and box cars. The wool that traveled all the way from Persia and India again finds itself traveling over the rails, but this time it is in the form of a beautiful rug or carpet on its way to beautify the interior of some lounge or parlor car, as you see it when its long journey is completed.



Milwaukee Road Lounge Car

ACCIDENT SAFETY FIRST PREVENTION

Section Laborer Finds Bullet on Right-of-Way

ROADMASTER A. H. Petersen at Chicago reports that Assistant Foreman Ben Ranallo and his gang were making repairs to the crossing at Union Street, Chicago, on Sept. 20 when one of the men who was about to drop a bar on the ground noticed a 38 calibre bullet lying near the track. If he had dropped the bar it undoubtedly would have struck the bullet and perhaps discharged it with the possibility of someone of the men being seriously wounded. He picked the bullet up and it was properly disposed of.

Roadmaster Petersen calls attention to this occurrence merely to point out the fact that his men are constantly on the alert in the interest of preventing accidents. The employe who noticed the bullet deserves commendation for his attentiveness.

Safety Activities Among the Enginemen on I. & D. Division

By W. J. Johnston, Traveling Engr.

AT the time and prior to the time that the Safety First Department was instituted on the Milwaukee Railroad, personal injuries were very numerous among our engine men. To tell the truth, they were so numerous that they were taken more or less for granted and were perhaps not even taken very seriously.

However, since we have had a Safety First Department and since this department under the able direction of Mr. Flanigan and his successor, Mr. Meyer, has directed an educational program in the avoidance of injuries, it is surprising how personal injuries have fallen off among our engine men.

During the year 1931 we had but two reportable injuries among the engine men on the entire I&D Division, one of those happened to be a fireman who sustained a broken arm while taking coal at one of our air hoist coal sheds, the other, a fireman whose back was injured when he was thrown against the side of the cab while the train was in motion.

During 1932 we had no reportable injuries among the engine men but one lost time injury during the entire year and to date in 1933, there has been no lost time or reportable injuries among this class of employes on this division.

This great success in the matter of Safety can be attributed to only one thing and that is to the propaganda of Safety which the Safety First Department has put out. We have of necessity during the past year had to work short handed and the natural tendency

would be an increase in injuries, but in spite of this fact, we have had a decrease. Knowing just the proper methods of doing our work, using every precaution to avoid accidents to ourselves and others has been the result of this campaign. We hope that the future will see a record as good or even better than that which we have been able to produce in the past. I believe that this can be achieved if we read, think over and talk about our Safety First Rules and Bulletins. We have done this in the past, having had short Safety First Meetings with the men at every opportunity both on the road and in the register rooms at the terminals. We shall continue to do this in the future as we are convinced that only through proper education can our Milwaukee personnel become thoroughly Safety Minded.

Being Safety Minded

We conduct Safety Meetings by having certain representatives of the crafts or otherwise attend, at which time their suggestions are submitted for necessary correction. While the benefit of such meetings is gratifying, it does not promote the quick action so necessary in Accident Prevention, and because where larger crews are represented they are not able to cover the situation in general, nor in some cases do they care to report certain conditions on their fellow worker, this method cannot be as effective as the suggested plan of holding and educating the one in charge responsible.

Any accident, trivial as it may be, should be taken with the seriousness of a major accident. Perhaps an inch or less was the only separation between the slight mishap and what might have been a reportable injury. A man experiencing only a slight mishap should not be allowed to continue work by a casual shake of the Foreman's head to denote his expression, but on the contrary should first be talked to until he fully understands the safe method of doing his work. A good constructive Safety talk to a man like this will do much to help him, as well as others in his crew, who will find him trying to execute his work in a safe manner.

The last stage of this plan is to let those in charge of men know they are subject to criticism by all Officials and heads of departments, also Supervisors over their immediate charge, with the understanding that the non-departmental officers will be privileged at any time to report to the head of that particular department, any Safety violations observed in their routine of duty. The Departmental head would then take the necessary corrective action.

The very essence of Accident Preven-

tion Work on the part of the Supervisor is to determine by analysis of accident data, some of the following considerations:

1. Proper instruction to employe. Accidents may result from complete lack of training, erroneous and inadequate instructions. Proper team work.
2. Poor discipline, disobedience of rules or instructions; from contributory negligence of others; playing on the job; chance taking and undue haste.
3. Unsafe practices; inadequate tools and facilities; improper working conditions; improperly piled or stored materials; congestion; poor illumination, and poor housekeeping.
4. Improper planning or layout of operations; use of methods unsuitable for the work; protective devices not provided, or, when provided and not used; unsafe tools and equipment; lack of proper inspection and maintenance.
5. Inability of employe; inexperienced; poor judgment; alertness of employe; mental and physical condition of employe; wilfulness; improper dress or apparel; loose clothing, sleeves and poor shoes.

So as to secure the most desired and efficient results, the highest type of cooperation is required at all times between the executive heads, supervisors, employees and all individuals, as well as advisory groups. Further success can be achieved by all being "Safety Minded."

Receives Appointment

Announcement of the appointment of C. A. Peterson as auditor of expenditure for the Milwaukee Road has been made by Walter V. Wilson, Comptroller.

Mr. Peterson entered the employ of the Milwaukee Road in 1899. His entire service has been in the accounting department. He succeeds

E. P. Willey, who died suddenly late last month while on a trip through the South.

Grief-Stricken

The family were grouped around the lawyer mourning the loss of their departed father and arguing heatedly about the division of the estate.

"All of this is so harrowing," said one of the nieces. "My ears are ringing, my voice is hoarse, and I'm a nervous wreck."

"Yes," answered the bereaved son, wearily, "I sometimes wish that father hadn't died."



SAID TO BE HUMOROUS



Letters I Would Love to Mail

J. P. McEvoy, in Chicago Herald and Examiner.

Mr. Truck Manufacturer, Wherever You Are, U. S. A. Dear Sir:

I want to call your attention to what you are doing these days, and I want to know if you think you know what you're doing. I mean about these trucks I meet on the road. I mean these long trucks.

I can remember when a truck was a truck. It had four wheels and it wasn't any wider than the road. Now what is a truck? A truck is something that starts out before you, and long after you have reached your destination it is still going by. A truck used to be a truck. Now it is a cross between a Fourth of July parade and a misspent life.

I remember way back when trains were so long they used to cut them at the crossings so people could get through. When are you going to do that with your trucks? Will we have to build viaducts over your trucks? That might be an idea, except that already you are beginning to put trucks on top of your trucks and little trucks on top of them.

The other night I met something on the road that was all lit up like an excursion steamer and carried its young on its back like a 'possum. You can't tell me that was a truck. I followed it for hours, partly out of curiosity and partly because I couldn't get by.

I know you don't care whether I get by or not, and I'm not blaming you for not caring. You must have a great deal on your mind, sitting up nights figuring out some new hideosity which you can pass off as a truck. Only I wish something could be done about a truck holiday or something. One day a week, maybe, you'd kinda let us use the roads. By us I mean us little guys that have those little cars you can see in the ditches.

How could we go about persuading you to let us drive on top of the road one day a week? Or if you can't spare a day, could you spare us one night? I'm sure we would try very hard to crowd all our driving into one night a week if you would be so sweet.

Of course, we might do something about the roads. I mean we might make them wider. In fact, come to think of it we have made them wider. At first we made them two cars wide,



and then three cars wide, and then four, but just as soon as we had a road finished and we came out to use it the first car we met would be one of your trucks, and by some strange magic it would be wider than the road.

I am beginning to believe this is not coincidence. I think you have spies out who report to you in time to get a truck designed that will bulge over the edges of the road like Kate Smith, if you know what I mean.

I don't want you to get angry at me. I don't want you to think I don't appreciate the great strides you are making in modern transportation. You see, it's only that I'm a little fellow in a little car, and I've been trying for weeks now to get home. I've been trying to pass one of your trucks, and I've given up, and I'm sitting here in one of those little hot dog stands writing this letter to you.

The hot dog man said I should write to President Roosevelt, but I told him I didn't think that would do any good, because the other day I saw President Roosevelt on the road and he was trying to get to the White House, and he couldn't because he was trying to pass a truck.

The funny thing is, it was the same truck.

Cause for Exhaustion

The exhausted man stumbled down the aisle of the railway car and fell on the cushioned seat, panting heavily.

"When I was your age," said the man in the next seat, "I could sprint down the platform and leap aboard a train without the least effort."

Normal

"Your wife has been delirious all day," said the nurse, in a worried tone, "calling for you and crying for money."

Unlawful

"You could live on your income if you dressed according to your income."

Well Recommended

"I understand you've got your divorce. Mandy. Did you get any alimony from your husband?"

"Salvation is free," said the colored preacher, "free as de water we drink. Of course," he added, "when we pipes it to you, you has to pay fo' de piping."

Connubial Duties

The minister advertised for a manservant in the local paper and the following morning a neatly dressed young man strode up the steps of the house and rang the bell. "Can you start the fire and get breakfast by seven o'clock?" asked the minister. The young man guessed he could.

"Why daughter, look at this house! Don't tell me you've been smoking!"

Idle Fly-Catcher

Youth (to fair companion): "Have you ever tried listening to a play with your eyes shut?"

Praying for Him

Irish Priest (addressing damaged invalid): "I'm going to pray that you may forgive Casey for having thrown that brick at you."

A school teacher was cashing her monthly salary check in the bank. The teller apologized for giving her old bills, saying: "I hope you are not afraid of microbes?"

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Call for Used Clothing

The season for warm clothing is now here and we wish to ask all Chapter presidents to make a thorough campaign for such articles, not only among the membership but in the families of all employes to ascertain if there is not something which can be spared to the families of The Milwaukee Road needy.

Anyone desiring to contribute arti-

cles of used clothing—shoes, underwear, dresses, men's wear, etc., will please communicate with their supervising officer who will direct them where to send it, or to the presidents of the various Chapters.

Our personnel are assured that their contributions will be gratefully received and placed where they will do a great good.

The District Meetings

AS announced in the October Magazine, the first two of the District Meetings were held at Butte, Montana, on September 30th and at Seattle, Washington, on October 3rd, respectively, with an enthusiastic response of those present in favor of this plan of district get-togethers, especially for Chapters as remote from club headquarters in Chicago as those on Lines West.

Those present representing the General Governing Board at Butte, were Mrs. Carpenter Kendall, 1st vice president general and Miss Etta Lindskog, secretary-general. At Seattle: Mrs. Kendall, Miss Lindskog, Mrs. F. E. Devlin, 3rd vice president general and Mrs. G. H. Hill, director general. Mrs. Kendall presided at both meetings.

Butte meeting—Lewistown: Not present but represented. Harlowton: Mrs. David Wagner, President.

Three Forks: Mrs. Wm. T. O'Ragan, President.

Butte: Miss Anna Goldie, President. Deer Lodge: Mrs. Belle Pears, President.

Seattle meeting—Albert, Mont.: Mrs. C. A. Bolton, President.

Avery, Ida.: Mrs. D. P. Saunders, President.

St. Maries, Ida.: Mrs. C. H. Burt, President.

Spokane, Wash.: Mrs. D. C. Leaming, President.

Seattle, Wash.: Mrs. J. M. Axelson, President.

Tacoma, Wash.: Mrs. W. S. Burroughs, President.

Number attending from each chapter:

Butte Meeting—	Seattle Meeting—
Lewistown 2	Alberton 2
Harlowton 3	Avery 2
Three Forks 5	St. Maries 1
Butte 20	Spokane 2
Deer Lodge 7	Seattle 40
	Tacoma 18
	—
	37
General Govern-	65
ing Board 2	General Govern-
	ing Board 2
	39
	67

The reports submitted by the chapters covering the following, April 1 to September 30, 1933, inclusive.

	No. Families Reached and Given Aid	Amount Expended
Butte Meeting—		
Lewistown	4	\$ 15.80
Harlowton	6	92.76
Three Forks	4	161.13
Butte	2	28.65
Deer Lodge	6	36.06
Seattle Meeting—		
Alberton	12	97.60
Avery	20	23.94
St. Maries	7	45.47
Spokane	15	59.51
Seattle	15	51.87
Tacoma	40	113.45

Relief work was foremost in the discus-

sion, which at both meetings took the form of real round-table talks, and thus was productive of a clearer and better understanding of methods and means of carrying on this work and of the kind and character of the relief to be extended the coming winter.

With the smaller gatherings, it was apparent that problems and questions not clear to the membership were more easily ironed out and where misapprehensions in regard to extending relief existed, these doubts and discrepancies were more easily cleared up.

The matter of changing the date of the fiscal year back to end December 31st was urged by all of the officers of the Chapters represented at the Seattle meeting, who put up a strong argument for it, principally on the ground of it being much easier to secure new members and renewals at that time than it now is, with the fiscal year ending March 31st. A vote was taken at the Seattle meeting resulting in a unanimous expression in favor of the December 31st date. This question will, therefore be brought up at all of the ensuing District gatherings.

The Butte meeting was called to order at 2:30 p. m. and was preceded by a luncheon and musical program arranged by the members of Butte Chapter, at the Lockwood Cafe, after which adjournment was taken to the club rooms of Butte chapter. Reports of the activities of the Chapters represented were given by the presidents or, in the case of Lewistown Chapter by a member who brought the president's report.

The session continued throughout the afternoon with great interest manifested by all present.

At Seattle, the meeting was called at 10:30 a. m. in the women's waiting room of the Union Station, directly above the Women's Club Room. The room was well filled. Reports were read by the presidents of the Chapters represented, covering their activities since the beginning of the fiscal year, April 1st.

At 12:30 adjournment was taken for luncheon arranged by Seattle Chapter in their beautiful club rooms in Union Station. A brief musical program was enjoyed, after which the afternoon session was continued in the club rooms.

Relief and changing the fiscal year were the principal topics under discussion, and the members of the General Board were more happy to have the opportunity of the personal contacts which this meeting afforded.

Ottumwa Chapter

K. M. G.

THE semi-monthly meetings of the Ottumwa Chapter were resumed on Friday, September 8th when a 1 o'clock luncheon was held in the Club House on Sherman street; Mrs. W. C. Givens, Chairman. Following the luncheon a meeting was called to order, during which time plans

for the coming year were discussed. Mrs. Mike Reynolds, chairman of the welfare committee, reported that numerous requests were made during the summer months for assistance and that considerable relief and help were given to the needy.

Portage Chapter

Mrs. E. C. Moran, Historian.

AFTER a vacation during the summer months of July and August, Portage Chapter met in regular session Monday, September 4th, with forty-six members present.

The meeting was called to order by the president, Mrs. C. E. Hodge. After the reports of the various committees and other routine business had been transacted the treasurer reported \$245.07 in the treasury, with 163 members.

The chairman of the ways and means committee suggested that we hold a series of bake sales to reimburse our treasury, one to be held each month until all had contributed. This suggestion was accepted by the society and date of first sale appointed for Saturday, September 16th, which netted the society \$17.36.

It was also voted at this meeting to hold a dollar social before the close of the year, whereby each member should earn a dollar for the chapter and tell the way she had earned it.

The membership chairman reported three new voting members and seven new contributing members. Sunshine chairman reported 86 cents in Sunshine, forty-eight personal calls, twenty-two 'phone calls, eight cards of Sunshine and good cheer. After which we enjoyed a short program by Mrs. Phillip Owen, who sang in her usual pleasing manner, accompanied by Mrs. David Bogue, and a violin solo by little Jackie Worm, accompanied by Mrs. Owen. This was followed by a luncheon served by the committee. After the luncheon those who wished to do so stayed for a social time and cards.

Austin Chapter

Mrs. H. J. Keck, Historian

SINCE our last published report we have entertained at three board meetings, two regular meetings and a card party.

At a special board meeting in July we met to discuss the district meeting to be held in Minneapolis this year instead of the general annual meeting in Chicago, and a large number of our members planned to attend this meeting and luncheon in October.

At the September board meeting Mrs. Valentine, welfare chairman, reported the expenditure of \$95.36 for groceries and medical attention since her last report at the May board meeting.

Mrs. Bowler, ways and means chairman, reported \$29.75 as her receipts since the May report.

At the October board meeting the welfare chairman reported \$23.22 spent for groceries and clothes for September. Ways and means chairman reported \$41.20, proceeds of quilt contest, candy machine and September card party.

A number of the members met during the summer and made the quilt, which was given to the lucky one at the first meeting. Another quilt will be started soon and disposed of as soon as finished.

Mrs. Ben King, membership chairman, reported a paid up membership of 66. An effort will be made during the month to increase the membership.

Mrs. O. C. Peed was elected secretary, succeeding Mrs. W. J. Stephenson, resigned. Mrs. Carl Voelker was appointed as Good Cheer chairman, succeeding Mrs. Peed.

Our members certainly showed their appreciation of the new club rooms by turning out almost a hundred strong to the first meeting held September 21st. The dining tables were beautifully decorated with flowers from Mrs. Peter Pauley's garden, and baskets of flowers were placed about the room. After full justice had been done to a bountiful picnic supper, Mr.

Van Dyke was called upon to act as toastmaster, and he in turn called on a number of those present for a few words. All expressed their admiration of the new rooms and their appreciation to those who had labored so hard to make them a reality. Following this impromptu part of the program Dr. Fred Rayman gave two violin numbers, accompanied on the piano by Mrs. Rayman. Mrs. Carl Voelker gave two readings; Miss Rose Tichy sang two numbers, accompanied on the piano by her sister, Mrs. Mary Cronin, and by request Mrs. Cronin played and sang her own composition dedicated to "Dad, Dear Old Dad." Cards were then played, Mrs. August Damm having high score in "500" and Fred Everson in bridge.

The October 10th regular meeting was also well attended. It was announced that the next two card parties will be given by the board members, Mrs. B. H. Brown being chairman for October and Mrs. Leon Comeau for November.

The program consisted of two piano numbers by Esther Deasy and a "chalk talk" by S. W. Christian. At cards high score was won in bridge by Mrs. Fred Valentine and in "500" by Mrs. Martin Anderson.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

THE annual picnic of Sioux Falls Chapter for Milwaukee Road employes was held at the McKennon Park on July 30th with a very good attendance.

A ball game was played early in the afternoon by the Sioux Falls and Sioux City teams. Sioux City happened to be the winner and the players were awarded a carton of cigarettes to smoke on the way home. Dinner was served at 1 o'clock by the ladies and was enjoyed by young and old.

Sports for the afternoon included a fat-men's race, foot race, ball-throwing contest, peanut race, shoe race and wife-calling contest, prizes being given to the winners of all contests. Same contests for the women and children.

At the table, the Snow family from Sioux City took the prize for being the farthest away from home; Mrs. Bankson for being the eldest lady; Richard Michael was the youngest child; Al Main got a prize for being the fattest man and Mrs. John Bell got a can of beans for being the thinnest woman. Mrs. Les. Sweeney got a package of jello for being the fattest woman. Mrs. Mathieson had the largest family; Mr. Belknap was the oldest man in service and Mr. Doud had the most years in service. Many nice prizes, including boxes of jello, crackers, beans, pumpkin, coffee, hams and even gasoline were donated by the kind dealers of the city. Guests from down the line included the Doud, Snow and Philpop families from Sioux City.

Miles City Chapter

Lois C. Webb, Historian

MILES CITY CHAPTER met September 1st and discussed plans for the coming year. Twenty-eight members were present. The various committee reports showed wonderful progress. The membership under the chairmanship of Mrs. L. P. Nimbar is nearing the goal set.

Social plans were for an afternoon bridge party Monday, September 25th, a covered-dish dinner at the October regular meeting, and a young people's dance in the near future.

At the close of the business meeting Gordon Reynolds sang two selections with Miss Evelyn Freeberg accompanying him. Ralph Holm played two piano selections. These numbers were a charming addition to the evening.

Fifty-four ladies were present at the 6:30 covered-dish dinner at the October 6th regular meeting. Mrs. J. V. Anderson, chairman of the social committee, was in charge, and the club extends to the committee its thanks for a successful evening. The program, given while the dinner was

in progress, consisted of two delightful vocal numbers by Mrs. Loretta Berg, accompanied by Miss Bessie Kittinger. Little Miss Drum pleased all with her reading.

The September card party, given by the following committee, Meses. P. H. Nee, Barry Glen, Tom Brown and Earl Farr, was well attended. It was decided that another bridge party be given later in October to be sponsored by the ways and means committee, Mrs. M. E. Hanrahan, chairman.

Mrs. Nimbar reported seventy-four new members for the month. The other committee reports showed a very active group.

Mrs. M. H. Morgan, head of the safety work for our chapter read an instructive paper which showed much time and thought. Mrs. Morgan's report, given briefly, stressed the facts that we are safer on the street than in our own homes that housecleaning time is a hazardous one and that the railroads have an admirable record.

The club voted to send our president, Mrs. G. H. Pittlinger, to the district convention at Minneapolis, October 31st. Several others from our chapter are planning to attend.

Meeting nights were changed from the first Friday of each month to the first Monday.

At the conclusion of the business session bridge was enjoyed.

The young people's dancing party, with Mrs. William Kelly and Mrs. Robert G. Webb as hostesses, was given Saturday evening, October 7th, at the clubhouse. Miss Montana Nimbar was the chairman in charge. About sixty young people danced to the music provided by Richard Smith-racle at the piano and Paul Wagner at the drums. Refreshments served by the committee terminated a most enjoyable evening.

Union Station Chapter

Abigail Casey, Historian

UNION STATION CHAPTER began its fall term in September this year by holding a meeting in the club room. Sandwiches, coffee and cake were served and afterwards cards were played.

From the way our program chairman is lining up trips, etc., looks like we are going to be entertained in a very different and diversified manner. As an example, in October about 100 members and guests made a tour of the Chicago Lighting Institute in the Civic Opera building. Dinner was served in lovely surroundings in that building and afterwards we learned how important a part electricity plays in our homes and everyday life in the way of beautifying, advertising, etc., and all those who made the trip reported a very enjoyable evening.

The regular November meeting of the chapter is being postponed on account of the district meeting to be held in that month, and all who possibly can are urged to attend the big meeting.

Avery Chapter

Mrs. E. H. Shook, Historian

VERY CHAPTER opened the season meetings September 27th. Roll call was responded to by your favorite city visited. Routine business was transacted. \$6.75 was cleared on the card party held September 23rd.

Safety First, as directed by Mrs. Meyer of Chicago, was discussed and the outline which she sent was followed. Mrs. C. Heigel gave a short talk on the precautions mothers should use with children crossing railroad tracks going to school, and the secretary spoke on children learning to swim, also a story was told about people riding in automobiles with strangers.

Our president, Mrs. D. P. Saunders, was elected delegate to the district meeting in Seattle.

The birthday-card shower for Grandmother Shook was a great success, she receiving over eighty cards and letters. She was present at our meeting. We also had two new visitors and hope we can make

them members with us. Refreshments were served and cards played.

Many of our members took in the sight at A Century of Progress in Chicago and report a very wonderful time.

Janesville Chapter

Mrs. James Fox, Historian

SOME of Janesville Chapter's work during the past summer has been sending groceries, garden seeds and milk to families of unemployed and sick, to the amount of \$90. Seventy-five personal and telephone calls were made. Miss Blanche Hayes is chairman.

Sunshine chairman, Mrs. Belle Daggett, sent 30 cards, made 60 telephone and 40 personal calls.

Ways and means chairman, Mrs. Haffrey, and Mrs. Johnson reported \$41.80 cleared on card parties. Membership chairman, Mrs. George Ryan, reported 125 members, and the house chairman, Mrs. Willis Taylor, collected \$38 for rent of clubhouse.

Several "pot-luck suppers" were held and at each meeting refreshments were served.

Black Hills Chapter

Mrs. Herman Major, Historian

BLACK HILLS CHAPTER held its regular meeting, after a vacation of two months, September 12th, at the home of Mrs. Fred Diehl. The regular monthly reports were read and the business meeting was followed by a social hour in which Mrs. L. F. Boyden assisted the hostess. Refreshments were served.

On October 9th the chapter met at the home of Mrs. J. L. Feurhelm for regular business meeting. Plans were made for a Halloween party to be given October 31st. Miss Cora Malley was a guest of the evening. A social hour with refreshments served by the hostess assisted by Mrs. Thomas Hickson.

Marion Chapter

Maude Holsinger, Historian

THE regular business meeting for the month of September was held the second Thursday of the month in the Memorial Hall. Margaret Leming, president, presided. Following the business meeting, cards were played. High prize was won by Margaret Leming. Refreshments were then served by Mrs. John Cone and Mrs. Ellen Hardenbrook.

The October meeting was held the 12th of October. The regular business meeting was followed by cards and refreshments. High prize at bridge was won by Mrs. O. Fohey. Plans were made for a family night and an evening meeting for the month of November. There will be a picnic supper followed by a program and cards.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

WAUSAU Chapter held a well attended meeting at the club house Tuesday afternoon, October 10. Plans for the get-together meeting in Milwaukee November 2 were discussed. It was announced that Miss Dorothy Dexter had been appointed librarian, succeeding Mrs. A. I. Lathrop, resigned, who had been in charge of the library since it was started last winter. The ways and means committee announced that \$9.91 had been raised in the past month, and the treasurer reported a balance on hand of \$59.41. It was announced that a public card party would be given at the club house October 17, with the following committee in charge: Mrs. James O'Brien, Mrs. Leo Ziebell, Mrs. Arthur Yates, Mrs. M. E. Millard, Mrs. Emelle Randow, Mrs. Walter Freebuern, Mrs. R. H. Cunningham. Later cards were played.

Favors in bridge were won by Mrs. A. I. Lathrop and Mrs. M. M. Harrington, and in five hundred by Mrs. Sam Loomis and Mrs. Emelle Randow. Lunch was served by Mrs. Patrick Brown, Mrs. Charles Lottmer, Mrs. Joe Schira and Miss Mildred Conklin. Mrs. E. P. Little and Mrs. Charles Strassman of Irma were out-of-town mem-

bers present. The hostesses at the next regular meeting will be Mrs. Frank Schel-faut, Mrs. Frank Matthes, Mrs. A. W. Warner and Mrs. Sam Loomis.

During the summer the club had pleasant outings at Wisconsin Rapids and Road Lake, where they took basket lunches and played cards. In September they had a similar outing in Minocqua.

Mobridge Chapter

Mrs. Geo. B. Gallagher, Historian

MOBRIDGE CHAPTER held its first fall meeting on the evening of September 25th with a very good attendance, Mrs. L. L. Dickey, our president, presiding. Mrs. Dickey expressed her pleasure at having such a goodly number present at our opening meeting and then gave a summary of the club's relief activities during the summer. Among other relief activities the club purchased two cows, providing milk for several families, besides, from the sale of milk, bringing the club an income of \$10.28 to apply on purchase of cows.

The good cheer committee has also been very active all summer, there being several of the members who have been ill or had illness or sorrow in their homes.

After hearing the various reports of officers and committee chairmen and a splendid talk on "Safety First" by Mrs. O. Hoanes, Mrs. Dickey read the resignation of our very capable program chairman, Mrs. W. F. Rose, and appointed Mrs. Frank Williams to fill the vacancy.

The meeting closed by singing "The Dearest Spot" after which a delightful musical program was presented by Mrs. Williams, as follows: Double piano number by Ada Townsend; vocal duet by Frances Williams and Jean Byington. At the conclusion of the evening refreshments were served by Mrs. H. J. Stock and Mrs. Carl Baxter.

Twin City Chapter

Mrs. Frances V. Scovill, Historian

TWIN CITY CHAPTER held a special board meeting Sept. 12th in the club rooms, Mrs. E. J. Sainesbury, our new president, presiding. Reports read and accepted.

We regret the loss of our president, Mrs. E. H. Bannon, account of Mr. Bannon having been transferred to Milwaukee. We wish them luck and happiness in their new home. They will be sadly missed by Twin City Chapter.

A luncheon was given at the Country Club in honor of Mrs. Bannon by the board members, at which time she was presented a corsage and purse.

Afternoon tea and handkerchief shower was given for Mrs. Bannon by Mrs. R. C. Donehower and Mrs. C. F. Holbrook at the home of Mrs. Donehower. This was largely attended.

Mrs. Sainesbury, our new president, has been a member of Twin City Chapter since its organization. She has been a very active worker and deserves and will get the cooperation of the entire membership.

Madison, S. D., Chapter

Mrs. R. E. Wood, Historian

THE annual Milwaukee Women's Club picnic was held at Lake Herman Sunday, June 25th, with people from Junius, Win-fred, Colman and Sioux Falls in attendance.

The event opened with the serving of a big picnic dinner at noon, followed by a program of various sports, including two kittenball games between the sons and fathers. Both games were won by the sons. Umpires for the games were Dan Lawler and M. Mathison.

Various races and contests were held, with prizes for the winners. The prizes were donated by the various business places of Madison.

The committee in charge of the races and contests were Paul Carlson, Wayne Goudy and Carl Berg.

The first regular meeting after the summer recess was held Sept. 12th in the club

rooms with Mrs. Lawler, our president, presiding. Only routine business was conducted.

A social meeting was held Sept. 26th with all members and their families invited. Bridge and whist were enjoyed until a late hour. Lunch was served by the following committee: Mrs. Crabs, Mrs. Tyler, Mrs. W. Coppin and Mrs. Paul Carlson.

Marquette Chapter

MARQUETTE CHAPTER held its annual picnic on August 9th at the home of Mrs. Fred Reetz, our president. Despite the fact that one of the few rains of the summer fell that day, fifty-five railroad folks attended and a fine picnic supper was enjoyed in the house. Contests were had for children and grownups and later all participated in a game of progressive 500. At 9 o'clock the Marquette town band gave a concert from the porch, which ended the day in grand style.

Receipts from the ice cream social held in July were \$10.50.

On September 13 at the club rooms we held our regular meeting with many new members present. The chapter sponsored a household shower for a family whose home was completely demolished by fire. Towns-folk of Marquette and McGregor contributed generously and a very fine collection of canned goods, clothing and furnishings was delivered. A few of the Milwaukee women tied a comfort for this family.

During the social part of the meeting cards were played, the prize being won by Mrs. Tom Barr, Jr. Hostesses were Mrs. Sayre and Mrs. Prouty and a delicious lunch was served by them.

On September 20th a sauerkraut supper was held at the club rooms to which the public was invited.

Tacoma Chapter

Mrs. W. L. Delaney, Historian

THE regular meetings of Tacoma Chapter have been resumed, the first of the season being held at the club rooms on September 25th, presided over by Mrs. W. S. Burroughs, president. Prior to the regular business meeting a luncheon was served at 12:30 under the guidance of the luncheon committee consisting of Mesdames George Pyette, George Felzer, E. W. Lindroth, H. W. Wilson, James Griffith, Charles Slight-am, J. A. Wright, W. G. Gunther, F. W. Rassmussen and Glen Harrison—Mrs. Pyette acting as chairman.

The feature of the luncheon was a special table honoring members whose birthdays occurred during the past three months, table being decorated with brilliant fall flowers and featured by two large birthday cakes. There were corsage bouquets for women and boutonnières for the men. The honored guests whose birthdays were celebrated included the president, Mrs. Burroughs, Mrs. Theo. Flemming, Mr. and Mrs. H. E. Hatch, Mrs. Frank Rusch, Mrs. J. Spencer Eccles, Mrs. H. E. Peterson, Mrs. J. D. Lytle, Mrs. F. O. DeMars, Ed Gunther, Mrs. E. P. Wilson and Mrs. H. W. Guenther.

A very interesting talk on Safety First was made by our genial Trainmaster E. L.

Cleveland, the chief topic being "Safety in the Homes," which was very much appreciated by all. Mr. Cleveland was introduced by Mrs. H. W. Guenther, Safety First chairman of the club.

The club was unanimous in their pledge to support the NRA and were presented with an attractive emblem which is held in high esteem by our President, Mrs. Burroughs, as well as the entire club.

A card party was held in the club rooms the evening of September 28th, Mrs. George Pyette being in charge, assisted by a number of the club women. An enjoyable time was had by all. Prizes were awarded the winners and refreshments were served.

The stork made his appearance at the home of Mr. and Mrs. Russel Wilson on August 4th, presenting them with a daughter whom they have named Mavis Irene. Congratulations.

One of the events of the summer which has not been heretofore mentioned was a gathering at the summer home of Mrs. Harry Micklethwait at Five-Mile Lake on August 28th. All report a delightful time.

Mason City Chapter

L. H. Nelson, Historian

THE first meeting since May 31st was called to order by our president, Mrs. W. J. Johnston, September 26th.

Reports of standing committees were given for the past four months. Mrs. Henry Smith was chosen to work with Mrs. R. J. Goltz on the sunshine committee in Mrs. Herman Frazee's place. Mrs. Frazee has been seriously ill. A new chairman was announced—Mrs. Guy Davis.

Mrs. Reese Vaughn, ways and means chairman, brought up the subject of a series of parties for the winter. It was decided to have two card parties each month, the first to be December 5th.

The meeting was then turned over to Mrs. Ingraham for the program: Three solos were sung by Mrs. Forest Jacobs, and a social hour followed with refreshments served by the committee.

Mrs. Davis, safety first chairman, spoke on safety driving, also that pedestrians should be very alert and practice safety in crossing streets and walking in traffic. She also quoted some figures on the number of fatalities and permanent injuries yearly. Mrs. Davis then introduced Mrs. Nelson, who spoke on safety for children. The teachers' viewpoint was given on how thoughtlessly parents will undo all that the teachers have started in breaking rules on street crossing. She spoke of the kindergarten training little tots to go up and down stairs without pushing that caused accidents.

Teachers have a period of study for safety first in the class rooms and tests are given. Also children are watched as far as the teachers can see them at dismissal time. Keeping children away from railroad tracks was another point spoken of. Railroad property is not public property, and it is a decidedly unsafe place for children to play.

Let us work for the children's safety and help to lower the fatality and permanent injury records.

Milwaukee Employees' Pension Association Members Entered on Pension Roll, August and September, 1933

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the months of August and September, 1933:

Name	Occupation	Division or Department
Herman Bohrman	Crossing Watchman	Police Department
Carrie L. Bush	Clerk	Milwaukee Division
John Chamberlain	Section Foreman	Iowa Division
Robert O. Else	Warehouseman	Madison Division
Christ Fanslow	Carman	Dub. & Ill. Division
Wm. B. Morrow	Carpenter	Kansas City Division
John F. Rogers	Passenger Conductor	Rocky Mt. Division
Cornelius F. Burke	Machinist	Milwaukee Shops
Richard J. Colfer	Machinist	Terre Haute Division
Maurice F. McElliott	Machinist	Tacoma Shops
Hans Olson	Section Foreman	Coast Division
M. J. LARSON, Secretary-Treasurer.		

Favorite Recipes

Roast Wild Duck. Dress and clean duck and stuff with mashed potato, apples, pared and cored, or onions. This stuffing is added to improve flavor of the meat and is not to be served. Truss the duck as for goose or tame duck, place in roaster and dredge with salt, pepper and flour. Cover the breast with thin slices of salt pork. Bake forty minutes to an hour, according to heat of oven. Some cooks roast wild duck only twenty to thirty minutes in a very hot oven, but it is more palatable when cooked longer in a little slower oven. Serve with currant jelly. If a stuffing is to be served, it may be made in the regular way with bread crumbs, melted butter, salt, pepper and finely chopped onion.

Roast Goose, Potato Stuffing. After the bird is dressed and pin-feathers removed, scrub with soap and water and then draw. Wash thoroughly in cold water and dry. Stuff, truss, dredge with salt, pepper and flour. Place in roaster and bake two and a half hours. Remove from roaster to platter, cut strings and remove. Serve with apple sauce. Potato stuffing is made with two cups hot mashed potatoes, one and a fourth cups bread crumbs, one cup finely ground salt pork, one finely chopped onion, one egg, one and one-half teaspoons salt and one teaspoon ground sage. Mix in the order given.

Salmi of Duck. Cut meat of cold roast duck from bones and reheat in the following sauce: One-fourth cup of butter, melted. Add one tablespoon of chopped onion, a stalk of celery, one small carrot cut in pieces and two tablespoons finely ground raw ham. Cook until butter is brown, then add one-fourth cup flour. When blended, add one can of consommé, a bay leaf, mace, two cloves, one-half teaspoon salt and one-eighth teaspoon pepper. Cook five minutes. Strain, add duck and when hot add a glass of light wine and a small can of mushrooms cut in quarters. Pheasant meat may also be reheated in this sauce, and is quite as appetizing as the first cooking.

Meat Cakes. One cup chopped cold cooked chicken or turkey, one tablespoon cream, one slightly beaten egg, salt and pepper. Mix in order given, shape in small flat cakes, dip in egg and crumbs and fry in butter until browned on both sides. Serve with white sauce in which one-third cup celery, finely cut, has been added.

Cranberry Pie. Cook together for ten minutes one and one-half cups cranberries, one-half cup water and three fourths cup sugar. Cool and bake in one crust with a rim and strips across top. If cranberries are very sour, a full cup of sugar may be used.

Chocolate Custard Pie. Scald one cup of milk with two tablespoons grated chocolate, one-half cup sugar and one and one half teaspoons butter. Add two egg yolks beaten with three and one-half teaspoons cornstarch diluted with one-eighth cup milk. Cook ten minutes then add teaspoonful vanilla. Fill single crust, cover with meringue and bake delicate brown.

The Patterns

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

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

8012. Ladies' Dress.
Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 4 1/2 yards of 39 inch material together with 1/2 yard of contrasting material. To trim tie with narrow edging requires 1 1/2 yards. Price 12c.

7995. Popular Style.
Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, and 50. Size 44 requires 3 1/2 yards of 32 inch material together with 1/2 yard of contrasting material, if made as in the large view. To finish with bias binding requires

3 1/2 yards 1 1/2 inches wide. With long sleeves and without contrast it requires 4 1/2 yards. Price 12c.

8023. Pretty Frock.
Designed in Sizes: 11, 13, 15, 17 and 19, with corresponding bust measure 29, 31, 33, 35 and 37. Size 13 requires 4 1/2 yards of 39 inch material if made as in the large view. Price 12c.

7500. Ladies' Dress.
Designed in Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 3 1/2 yards of 39 inch material if made of one material. To make as illustrated size 38 requires 2 1/2 yards for skirt, belt, cuffs and lower portions of the waist, and 1 1/2 yards for the sleeves and upper portions of the waist. Price 12c.

8028. School Frock.
Designed in Sizes: 6, 8, 10 and 12 years. Size 8 as in the large view will require 1 1/2 yards of 54 inch material. Belt of suede or other contrasting material requires 1/2 yard 5 inches wide. To finish with bias binding requires 2 1/2 yards 1 1/2 inches wide. Without long sleeve portions and of 35 inch material it requires 1 1/2 yards. Price 12c.

8008. Girl's Coat.
Designed in Sizes: 6 mos., 1, 2 and 3 years. Size 2 requires 1 1/2 yards of 54 inch material if made with the cape. Without the cape it requires 1 1/4 yards. To line the coat requires 1 1/2 yards of 35 inch material. If cape is also lined, it requires 1 1/2 yards. Price 12c.

8031. Girl's Dress.

Designed in Sizes: 2, 3, 4 and 5. Size 4 requires 1 1/2 yards of 35 inch material if made with long sleeves. With short sleeves 1 1/4 yards. Price 12c.

7271. Child's Sleeping Garment.

Designed in Sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 2 1/2 yards of 27 inch material if made with long sleeves and feet. With short sleeves and without feet 2 1/4 yards. Price 12c.

7420. Girl's Undergarments.

Designed in Sizes: 2, 4, 6, 8 and 10 years. Size 6 requires 2 1/2 yards for both Slip and Chemise-Drawers, in 35 inch material. To trim both garments as illustrated requires 4 1/2 yards of narrow lace and 4 1/2 yards of bias binding 1 1/2 inches wide. Price 12c.

Clerk: "I have received a letter from a firm asking for a reference for that man Brown who used to work here."

Manager: "Tell them that he is a rogue and a thief, and that anything he knows he learnt from us."

Movie Director: "Unmarried?"
Applicant: "Twice."

Student (in restaurant): "Hey, there!"
Waiter: "Yes sir; how will you have it?"



SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
B. H. Skinner, Engineer, and R. E. Stocks, Conductor, H. & D. Div.	Detected broken rail as train passed over, notifying nearest agent, August 28th.	H. M. Gillick, Superintendent
Henry Legatske, Switchtender, Chicago Terminals	Discovered dragging brake beam on moving train, Aug. 13th.	C. L. Whiting, Superintendent
George Legatzka, Brakeman, Iowa Div.	Discovered broken arch bar, when watching his train, Sept. 6th.	A. J. Elder, Superintendent
Joe Bursheim, Section Laborer, Bath, S. D.	Detected unusual noise as train was passing, and found broken rail, Sept. 3rd.	H. M. Gillick, Superintendent
R. E. Lewis, K. C. Div.	Discovered broken arch bar in train at Cone, Aug. 29th.	W. C. Givens, Superintendent
H. H. Turner, Brakeman, Coast Div.	Found a clipped flange on wheel in train and promptly reported the defect, Aug. 21st.	F. E. Devlin, Superintendent
W. H. Hopkins, Brakeman, Coast Div.	Discovered car with broken oil box and bent arch bar, and set car out, Sept. 13th.	F. E. Devlin, Superintendent
P. Mazur, Car Inspector, Chicago Terminals	Discovered disconnected rail joints in Galewood Yard and took corrective action immediately, Sept. 28th.	C. L. Whiting, Superintendent
C. Richmond, Brakeman, K. C. Div.	Discovered broken arch bar in train at Laredo, Sept. 25th.	W. C. Givens, Superintendent
M. E. Voght, Conductor, Milwaukee Div.	Discovered broken flange, on car at Sturtevant, Oct. 10.	N. P. Thurber, Ass't Supt.
E. S. Ralph, Operator, Pacific Junction	Discovered fire in station and promptly extinguished it with very little loss to property.	C. L. Whiting, Superintendent

Our Business Getters

General Passenger Agent W. B. Dixon reports the following named employees having interested themselves in securing passenger business for our line. Their interest and assistance is much appreciated.

Miss Margaret Elser	District Accountant's Office, Milw. Shops	Milwaukee
T. E. Melcher	Agent	Knowles, Wis.
F. S. Robinson	Contracting Freight Dept.	Chicago
H. S. Patterson	Agent	Cambria, Wis.
Gerald Heffron	Clerk, Freight Claim Dept.	Chicago
Wm. Harvey	Accounting Department	Chicago
Arthur Peterson	Roadmaster, Coach Yards, Western Avenue	Chicago
T. J. Mulrennan	Switchman, St. Paul Yards	St. Paul
Granger Smith	Office of General Supt. of Transportation	Chicago
Frank Oliver	Roundhouse	Janesville
O. H. Taylor	Office of Auditor of Investments & Joint Facility Accounts	Chicago
Roy T. Searle	Conductor, H&D Division	Farmington, Minn.
Charles Johnson	Agent	Sherburn, Minn.
W. H. Woodhouse	Baggageman	Mason City
A. E. Johnson	Brakeman	Mason City
R. P. Harmon	Conductor, I&D Division	Mason City
J. F. Dennis	Brakeman, I&D Division	Mason City
Merle Scanlan	Machinist	Mason City
Mrs. R. P. Harmon	Wife, Conductor, I&D Division	Mason City
C. Grace Moran	Stenographer	Mason City
Richard Klug	Machinist, Milwaukee Shops	Milwaukee
Eugene Matthes	Machinist, Milwaukee Shops	Milwaukee
J. F. Dahne	Agent	Wauzeka, Wis.
Cleo Brodeson	Car Inspector	Mason City
Miss Gertrude Deeney	Cashier, Freight Office	Mason City
J. L. Burns	Operator	Mason City
Earl Bruns	Brakeman	Mason City
O. A. Beerman	Train Master	Mason City
A. M. Almklov	Conductor	Spokane
O. Bakke	Roadmaster	Spokane
H. E. Salzer	Traveling Auditor	Spokane
Andrew Bullwinkel	Claim Adjuster	Spokane
Mrs. P. Costello	Wife, Yard Sec. Foreman	Nahant, Ia.
Wm. Dehning	Car Inspector	Madison
J. A. MacDonald	Superintendent	Chicago
H. E. Bernadickt	Steward, Dining Car Department	Green Bay
Mrs. W. H. Hart	Wife, Travelling Engineer, Superior Division	Chicago
H. W. Barnett	Office of Freight Claim Agent	Chicago
D. J. Ginter	Office, Assistant General Freight Agent	Chicago
Col. C. L. Whiting	Supt. of Terminals	Chicago
Harry Meek	Office of Supt. of Terminals	Great Falls
L. C. Soper	Brakeman	Green Bay
Gregory La Chapelle	Engineer	Green Bay
Mrs. Chas. Robinson	Wife, Machinist, Green Bay Shops	Green Bay
Miss Mabel Price	Stenographer, DF&PA	Butte
J. L. DeHoux	Operator, Cont. Tel. Co.	Butte
Walter Stephens	Baggageman	Chicago
T. P. Casey	General Agent, Freight Department	Chicago
Fergus Bohon	Engineer, I&D Division	Mason City
Clifford Gayschger	Chief Clerk, Store Department	Mason City
Martin Oeschberg	Sealer, Green Bay Freight House	Green Bay
Thomas McLean	Clerk, Local Freight House	Green Bay
E. Klug	Office, Auditor of Investment & Joint Facility Accounts	Chicago
Thos. E. Varley	Local Freight Office	St. Paul
Emil Landry	Conductor	Green Bay
M. W. Spoor	Agent	Rondout, Ill.
Emmet Ryan	Round House Clerk	Green Bay
A. C. Paynter	Engineering Dept.	Chicago
H. C. Schneider	Foreman	Mannheim, Ill.
J. Kelleher	Freight Auditor's Office	Chicago
David Ehrlich	District Accountant's Office	Tacoma
C. J. Pfannerstill	Middle District Accounting, Milwaukee Shops	Milwaukee
Clarence Gaulke	North Yards	Milwaukee

COAST Division, Shop and Store Department employees at Tacoma are always alert to secure revenue business for the company and have been very active this summer in influencing passenger travel over The Milwaukee. The list of "Tacomans" this month is especially commend-

able. Their activities are greatly appreciated. A. J. Kroha, Assistant General Storekeeper, furnished tip securing two round trip tickets, Tacoma to Chicago and return. Also on another tip, a round trip ticket to Springfield, Mass., and return via our line

to Chicago, and one round trip to Chicago and return.

On Mr. Kroha's advice, the passenger department secured a round trip passenger, Tacoma to North Hampton, Mass., and return.

George Felzer, Store Department, Tacoma, was instrumental in securing four round trip tickets, Tacoma to Chicago and return, and one round trip, Tacoma to Rochester, N. Y., and return, via our line to Chicago. The last named had arranged to use a competing line, but changed to Milwaukee Road.

W. M. Eshelman, Tacoma, tip securing passenger to eastern points, and return.

Harry Hatch, Tacoma, secured two one way fares to New York and return to Detroit, Mich., via our line to Chicago.

R. A. Nofke, chief electrician, Tacoma, one round trip, Tacoma to Chicago and return. This party had arranged to use a competing line, but changed to Milwaukee.

H. Love, Tacoma, tip securing one round trip ticket to Chicago and return.

E. L. Cleveland, Tacoma, tip securing one way fare to Chicago.

T. J. Hamilton, assistant superintendent, Tacoma, tip securing two one way round trip first-class fares to Chicago and return.

Mrs. A. C. Palmer, 2901 20th street, Tacoma, tip securing three round trip tickets to Chicago and return.

A. J. Wright, traveling engineer, Tacoma, secured one round trip fare to Chicago and return.

Thomas Hughes, Time Inspector, Tacoma, one round trip ticket to Chicago and return, secured and two more promising "prospects," going later.

Martha Prentice, bill clerk, Seattle freight office, tip securing one round trip fare, Seattle to New York City and return.

Ellen Sjogren, clerk, Seattle freight office, tip securing two fares, New York City to Seattle.

J. E. Williams, Tacoma freight office, secured passenger, Tacoma to Lime Springs, Iowa.

Guy Shields, section man, Spokane, tip securing one way fare, Spokane to Watertown, Wis., with berth in standard sleeper through.

O. Bakke, Roadmaster, Spokane, tip securing one-way ticket, Spokane to St. Paul, Minn.

Section Foreman William Brown, Tekoa, tip securing prospective passengers to Chicago.

J. E. Edgman, section foreman, Monroe, Wash., tip securing passenger to eastern points.

C. L. Saint, conductor, R. M. Division, solicited and secured two-round trip fares, Deer Lodge, Mont., to Chicago and return.

M. Notske, chief yard clerk, Seattle, furnished valuable information to traffic department concerning handling of certain shipments to Spokane, which gave good

satisfaction to shippers and secured their valuable friendship.

Through the influence of E. Hjort, 1152 North Mayfield avenue, Chicago, secured routing for our line on some good revenue traffic. Interest and assistance of this kind helps to put more employes on the payroll, which is appreciated by employe and management alike.

Mr. Vern Swan, Yard Conductor at Milwaukee, is credited with obtaining routing on a carload going to Minneapolis, which the shipper had originally routed via a competing line.

An industry at Hopkins, Minn., has advised our Trainmaster at Minneapolis that the routing of twelve carloads from Chicago over the Milwaukee were influenced by Switchman Wm. Reed at Minneapolis.

The industry stated that Mr. Reed's efforts will no doubt result in additional business for the Milwaukee Railroad.

Superintendent Macdonald at Madison, Wis., reports that Mr. W. G. Kleiner, check clerk, influenced eight passengers to use our line, Madison to Chicago; also, one passenger, Madison to Kansas City.

Miss Marion Cashill, telephone switchboard operator, Local Freight Office, St. Paul, is credited with securing one carload of canned goods, Duluth to St. Paul.

Mr. Wm. J. Kline, roundhouse clerk at Madison, Wis., influenced a friend to use the Milwaukee from Madison to Minocqua and return. Party had already arranged to make the trip by bus, but Mr. Kline prevailed.

At Linton, Ind., locomotive engineers

Leo Standford and Charles Bowers, in prospecting the purchase of new autos, insisted upon their pleasure cars, if purchased, be shipped over the Milwaukee Railroad, instead of by trucks, as had been the practice of the automobile agency. They were successful in this solicitation. In fact, the automobile agency is advertising that all of their shipments are being made over the Milwaukee Railroad.

Section Foreman D. F. Reigle, at Granger, secured routing on one carload of construction material to Kansas City.

The Passenger Department representative, at Cedar Rapids, Iowa, credits Traveling Auditor George A. Halsey account introducing three different people who purchased round trip tickets between Cedar Rapids and Chicago.



THE DIVISION NEWS-GATHERERS

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

Purchasing Department

Chicago Union Station

B. H. Perlick

LITTLE NANCY ANN HANOVER paid us a short visit recently accompanied by her mother. Nancy Ann was very reticent regarding the rumor that she would join Hollywood when she became of age. Mr. and Mrs. Clarence Hanover may be justly proud of so charming a young lady as is their little daughter, Nancy Ann, two years of age her next birthday.

We enjoyed the cigars and candy Leonard Thelander passed around the other day in honor of the arrival of Nancy Nell. Should Leonard show up at the office some bright morning looking and acting dull, you may be sure that Nancy Nell had a voice in the matter. Folks, that is probably the reason Uncle Dorrell has been "high-hatting" us lately.

Louis Smith may have been on the short end of baseball scores during the series but he has a decided advantage over the rest of us when it comes to holidays. Louis celebrates his own holidays as well as ours. We'll say Louis celebrated Yom Kippur—and with a "shicksie," too.

Dr. August Meyer just returned from a motor car inspection trip between Moberge and Seattle. "Doc," while on a motor car trip some years ago had an experience with a fast freight train in a tunnel and, outside of losing a few buttons off his vest, the escapade turned out satisfactorily for "Doc" who was less in avoiddupols than he is now. Try it now, Doc!

Rocky Mountain Division, Northern Montana

Maz

WE were pleased to learn of the appointment of O. G. Buerkle as agent-yardmaster at Butte, Mont., vice E. A. Tamm, deceased. Otto gave us our start on the Milwaukee, at Bozeman, when we decided to return to railroading after an absence of two years. Prior to that time Mr. Buerkle and I were competing agents at Bozeman, where we represented the Northern Pacific.

M. E. Randall was out in the northern part of the state recently trying to locate a large sheep shipper. When he arrived at the ranch he was informed that the owner was out in the mountains visiting one of his camps. Mr. Randall thought he might just as well find the camp and started out. He traveled a considerable distance and ran into so many different trails that he decided to get to a camp that was located on the side of the mountain. When he got to the sheep wagon there was no one in sight. He looked down the valley and sighted a man. The man commenced shooting at him. He was mistaken for a camp robber. Mr. Randall thinks that he will confine his soliciting to the main highways hereafter.

Oliver S. Porter is back at his position as cashier at Lewistown after an absence of several months when he underwent an operation for appendicitis. He and his family visited in Iowa and took in a Century of Progress Exposition while he was recuperating.

Assistant Superintendent N. H. Fuller was the speaker at the weekly luncheon of the Lewistown Rotary Club. His subject was Transportation. He told about how closely related industry was to transportation and that notwithstanding that motor vehicles had cut in on steam travel and hauling that seventy-five per cent of the business of the country was moved by rail. He spoke of the discrimination in the matter of regulation of those engaged in the transportation business and thought that if other carriers were subject to the same regulation in regard to rates, hours of service and other matters that the railroads would continue to function in the excellent manner in which they have in the past. Mr. Fuller's talk was given the very closest of attention by the members of the club.

Tyler Hanson and family are visiting their daughter at Salem, Ore. Harry Graham is filling Mr. Hanson's position.

Mrs. H. C. Curran and daughter, Agnes, of Great Falls, Mont., left for Brownville, Mo., where they will visit for a month.

Mr. and Mrs. W. L. Douglass have returned from Dubuque, Iowa, and a trip to a Century of Progress Exposition.

Mrs. John England left for Los Angeles, Calif.

Mr. and Mrs. B. S. Ford have returned from a two weeks' visit with relatives at Stone City, Iowa.

Albert Jackson, of Square Butte, has been on the sick list.

Mr. and Mrs. William Twohy have returned from Detroit, Mich. They took in the World's Fair at Chicago on their way home.

Mr. and Mrs. Earl Short were among the October visitors to A Century of Progress Exposition.

The many friends of Miss Jane Strong will be pleased to learn that she is making rapid recovery from an attack of tetanus poisoning. Miss Strong is a student at the university of Montana at Missoula.

Mr. and Mrs. Baumgartner have returned from Rochester, Minn., where they went on account of Mrs. Baumgartner's health, which is much improved.

Mr. and Mrs. R. D. Crowder of Straw, Mont., are leaving for Canistota, South Dak., where Mrs. Crowder will take treatments at the clinic there.

Mrs. C. M. Brown, of Great Falls, Mont., is visiting friends in Spokane, Wash. She will go on to Portland, Ore., before returning home.

Mrs. H. J. Winston is visiting friends in Chicago.

Miss Catherine Smeltzer has resumed her studies at the university at Missoula.

Mrs. J. L. Cox left for Fulton, Ind., where she will spend several months with her daughter.

La Crosse and River Division

Items

Eileen

THE Black River was flowing serenely on its way. Bill Shafer was perched on the bank, pleasantly contemplating the possibilities of a big one, when he suddenly felt himself submerged. Evidently he was too close to the edge for safety. Says the next time he will use a boat. Oh yes, understand that he and Lonnie Farnham were unable to fill their orders. Let me see, was it due to the wind blowing in the wrong direction that day?

Mr. Lem Blossingham, brother of Dispatcher Jack Blossingham, was instantly

killed when he was struck by an auto at Sagola, Mich., on the night of October 7th.

A claim prevention meeting was held in Union Hall, La Crosse, on the night of October 5th. Every department was well represented, and those who were there gained the benefit of a fine talk, including many practical suggestions, on claim prevention given by Mr. Ennis.

Harry Peed treated the boys to a nice mess of quail after a hunting trip.

Jack Blossingham was off for a week hunting. Lonnie Farnham did the relief dispatching.

Brakeman Paul Brandenburg dropped in to see us this morning (October 14) and showed us the shiny new star he is wearing inside his vest. He is now one of the special officers for the city of Alma.

On September 29th when No. 263 passed Ixonia, Agent L. E. Blubaugh noticed a brake beam down and stopped the train so that an accident was averted. It is a pleasure to note interest of this kind on the part of all of our employes.

A veteran with forty years of service as train baggageman between Chicago and Minneapolis, Fred H. Clafin died at his home in Wauwatosa on September 19, 1933, after a long illness. He is survived by his wife, a son, a daughter and a sister. Masonic funeral services were held at 2 p. m., September 22nd.

Mr. F. C. Hunter, brother of Dispatcher Sam Hunter, spent a few days with Sam. Mr. Hunter is now rules examiner and safety inspector on the Union Pacific lines but started his railroad career at La Crosse as an operator. He will no doubt be remembered by some of the old timers.

Frank Ross has a temperamental "Chevy." When it is hot and dry, away it goes, but when it is wet—

Chief Clerk Erickson has purchased a new Chevrolet sedan and Jim Jakubec has traded in his Ford for an Essex.

On October 3rd, Mr. and Mrs. Chauncey Winn celebrated their golden wedding anniversary with dinner at the Hotel Raulf followed by a family gathering at their home in Portage. Their sons, Mr. and Mrs. J. A. Winn and family of Austin, Minn., and Dr. and Mrs. C. A. Winn and son Glenn of Milwaukee, were present. We wish them many more years of happiness.

Northern District Car Department

O. M. S.

MR. F. J. SWANSON, GCDS, attended annual meeting of the Safety Section, American Railway Association, National Safety Council, at Hotel Stevens, Chicago, October 4th.

Mr. E. A. Meyer, manager, Safety Department, presented paper on "Accidents to Yard and Train Employees, Their Cause and Remedy." Papers also were presented by the general superintendent motive power of Pennsylvania road on "How to Establish and Maintain Safety in the Shops," and by superintendent of car department of Chicago & North Western road on "The Car Department's Responsibility in Accident Prevention."

Vice-President J. T. Gillick visited Minneapolis shops briefly last month.

J. Elder, general air brake supervisor, visited Minneapolis shops October 5th.

The boys from the Minneapolis light repair yard wish to express their appreciation to the supervisory staff who were responsible for securing the drainage system in light repair yard, and report no more wet socks, hip boots, mustard plasters and pink pills—their ills no longer exist.

Assistant Foreman J. C. Weatherell accompanied the 22-car Minnesota Legion Special to Chicago Sept. 30th.

Messrs. F. J. Swanson and J. Hemsey attended Car Department meeting at Milwaukee Shops Sept. 11th.

P. A. Garvey and family motored to Sault Ste. Marie, Mich., to visit Mrs. Garvey's parents.

Ivor Bornquist, carman on light repair, was confined by illness the past week.

World's Fair visitors from Minneapolis Car Department were Ole Stenseth and wife,

Charles Cline and family, Thomas Rouse and John Tegland. Mr. Rouse was responsible for obtaining five round trip fares to Chicago over the Milwaukee Road, which is appreciated.

Lead Freight Painter J. Graven has returned to work after two week's illness.

On Sept. 16th John Hallberg of our Light Yard gave in marriage his youngest daughter, Mildred, to Mr. L. M. Jones. They will reside in Boulder, Colo.

Walter Johnson and wife visited the Chicago World's Fair on Sept. 30th and the E. H. Poensch home at Milwaukee on Oct. 1st.

Einar Hauger, clerk, Minneapolis Car Department, is passing cigars to the men and candy to the ladies, the event being the birth of a baby girl on Oct. 4th. Mrs. Hauger and baby are doing fine.

Mr. and Mrs. F. J. Tschohl, St. Paul, visited at his daughters' homes in Chicago and viewed the many interesting exhibits at the Fair.

St. Paul repair track boys presented their esteemed fire chief, Dennis Sullivan, with a new tool box Sept. 18th.

Our sympathy is extended to Daniel Donahue in the death of his mother at Manly, Iowa, Sept. 15th.

Mrs. Mike Metrick and Julla visited relative who was ill in Chicago, on Sept. 9th.

George Brew and wife visited the World's Fair for three days, returning home very tired, indicating no leisure moments there.

We hear Henry Melhofer is "Apple King" of the repair track and that Ole Hanson tells of the number of ducks he intends to bag. Woe be to the ducks!

Mrs. F. J. Tschohl journeyed to Chicago to visit her sister who was stopping there a few days.

Coach Yard Foreman O. C. Brandt recently returned from vacation, Tal Hughes from Minneapolis coach yard relieving at St. Paul.

Cleo Brodeson, car inspector, Mason City, was responsible for obtaining two round trip fares to the Chicago Fair over the Milwaukee Road.

GCDS, F. J. Swanson visited Aberdeen, Mitchell and Madison, S. D., also Mason City and Austin the past week.

Carlton Heinold, son of C. G. Heinold, foreman, Mitchell, is attending Minnesota University at Minneapolis.

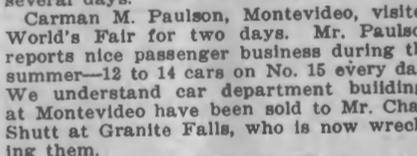
Maxine Entwistle, daughter of John Entwistle, car inspector at Mitchell, is attending school in California.

World's Fair visitors from Aberdeen include Mr. and Mrs. Harvey Smith, Mr. and Mrs. Anton Demers, Mr. and Mrs. Walter Moffenbier; also Mr. and Mrs. Wm. Mertz, who stopped at Mrs. Mertz's parents in Wisconsin for a visit.

We are sorry to hear that Mrs. Bernard Fahy, wife of Bernard Fahy, lead coach cleaner, is quite ill. Triple Valve Repairer Leroy Steers has also been home ill for several days.

Carman M. Paulson, Montevideo, visited World's Fair for two days. Mr. Paulson reports nice passenger business during the summer—12 to 14 cars on No. 15 every day. We understand car department buildings at Montevideo have been sold to Mr. Chas. Shutt at Granite Falls, who is now wrecking them.

A. Hendricks and family, Winona, vacated at Lake Okoboji, Arnold Park, Iowa.



Section Foreman Ralph Minton, Minocqua, Wis., and Family in Section House Flower Garden

Ediphone Review

Harriet

WE'RE new and yet we're vets; that is the inauguration of the Ediphone is new—just about five months old and time to cry in on a column, but its members of the staff are vets.

PRESENTING

Edith, our supervisor. The name "Edith" implies the shy and demure type, and so 'tis—we have Edith the shy and demure who must lend a constant ear to the general ups and downs of the Central Typing Bureau.

We have no less than a princess. Isn't it wonderful to possess that charm and mien of a princess and yet be able to meet the world on its common ground? That's a real princess and that's Kath, as she is affectionately termed by her friends.

Marie with a complexion of peaches and cream, who devours the very latest books—one sees her with not only one of the very latest editions but four or five.

Marilyn with her roguish Irish smile and a pair of blue eyes that spell heaven, not to say the least—a sense of humor that sets one aggringling.

Emma, that little Amazonian with a pair of "pedal extremi" that would set the Vanities of the theatrical world aflutter—boy, page Earl Carroll!

We have two little ladies of quality—Ida and Ellen, who would discuss Bernard Shaw and world affairs without the bat of an eyelash.

And we have Evelyn and Jule, the inseparable tap steppers (just wait until they put on a "Spring Polles" next year!). Evelyn, of course, of the attractive blonde hair which gentlemen prefer—who wouldn't prefer real blonde locks?—most upsetting thing in the work; and Jule, that pocket edition of a walking dictionary who amazes one daily with new words.

Martha with the tiniest sneeze, ah so petite a girl with all the earmarks of a little Victorian and yet when you come in contact with the flash of those eyes, more blue than green, more green than blue, you have a petit modern who can settle any up-to-date question.

Helen, that gay little "Pix"—much more fun than Mickey Mouse with her drooler-ies; such a little girl for a dreamer and propounder of the dispute of high noon romance.

Ethel, so reserved but with a smile worth a million and a grand thirst for knowledge of new work.

And, of course (that multitudinous "of course," don't we use it to a frazzle?), we have four young men—Clayton, the collar-ad person; debonair Irwin with a flair for blondes (pat! he kids blonde Evelyn to a froth); Billy the bashful with the nicest curly hair—all wasted on him, much more useful for a girl; and Freddie, the would-be-known experienced man-about-town.

We would call Jimmie—the blushing dark movie type—part of our department. He dashes in to run the hecto and fill the ozone with that filthy smelly alky. (You see he uses alky for the hecto machine.)

We would also like to capture that "ray of sunshine," Eileen from the Accounting, for our department if she were not such an elusive elf.

In conclusion—in the Schnozzle Durante tone of voice: "How's that for an introduction!"

Wisconsin Valley Division Notes

Lillian

MR. IRVE Graham is around and about again after an illness of several months. He expects to resume his regular duties in the near future.

Mr. and Mrs. J. W. Held left for Rochester, Minn., where Mrs. Held will receive medical attention at the Mayo Clinic.

Mrs. Archie L. Rozelle passed away at her home Sept. 20th after an illness of several months. Funeral services were conducted at the family home, after which the body was taken to Wautoma, Wis., for interment. Sympathy is extended to Mr. Rozelle by Wisconsin Valley Division employes.

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Mr. Arthur Sternetzke left for Milwaukee to resume his studies in the medical department of Marquette University.

Mrs. John Beck, mother of Mrs. Charles Guyette, passed away at her home on October 2nd after an illness of two weeks. Funeral services were conducted at the family home and the body laid to rest in Pine Grove Mausoleum. Sympathy is extended to the bereaved family.

Mr. and Mrs. B. F. Hoehn have returned from a vacation which was spent visiting friends and relatives at Ottumwa, Iowa, and also at A Century of Progress, and report a most delightful time.

Mr. F. L. Hudson received word from Berkeley, Cal., that Mr. J. H. Roberts passed away very suddenly on September 23rd. Mr. Roberts is a son-in-law of Mr. Hudson.

Mrs. C. B. Carman, Grand Electa, left for Milwaukee to attend the Grand Chapter of the Eastern Star, which opened Tuesday, October 3rd. Mr. Carman joined Mrs. Carman and they will also visit at A Century of Progress, Chicago, before returning home.

Mr. and Mrs. Edwin Goetsch are the proud parents of a baby daughter, born to them on Wednesday, Oct. 11th, at St. Mary's Hospital.

The C. H. Conklin home was damaged by fire the evening of Oct. 12th. The fire broke out in the bathroom, flames spreading to the attic and to the basement before they were extinguished by the fire department. The home was damaged to the extent that the family will be unable to live in it until after the repairs have been made.

Born to Mr. and Mrs. Edwin Lattimer at the Wausau Memorial Hospital, a son, on Oct. 10th. Mr. Lattimer is a son of Mr. Charles Lattimer, engineer, and Grandpa

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HENRY X. STRAUSS
Chairman of Board, Meyer & Company

Iowa and S. M.

V. J. W.

THE many friends of Yardmaster James M. Plum were shocked and grieved to hear of his sudden death Sept. 20th. Mr. Plum was at work as usual in the morning and suffered a stroke while home to his lunch, and passed away that evening without regaining consciousness. He was 66 years of age and had been Yardmaster at Austin for nearly 30 years. "Jim" started his railroad career at the age of 22 as a brakeman on the Rock Island Lines, and later worked on the Iowa Central and Great Northern before coming to the Milwaukee in 1895.

We are also sorry to hear of the passing of Conductor Ellef Nelson, who died at his home in Minneapolis Oct. 12th. Mr. Nelson was the oldest conductor on the I. & M. seniority list, with a date of 1873. He entered service as a brakeman in 1871. Mr. Nelson was 87 years of age. He had been retired since 1930.

Switchman Gus Laufie has been off for several days with an infected tooth. Last reports are that he is much better.

Mr. and Mrs. Pat Burns attended the Railroad Employees' National Pension Association Convention in Chicago Oct. 9th to 11th.

An extra gang arrived at Austin Oct. 14th for the construction of the seven new tracks to serve the Hormel Packing Co. There is also an extra gang working from Mendota to Ramsey, renewing angle bars.

Agent J. M. Johnson, of Mapleton, is off for a few days' vacation. Operator R. A. Helsler is relieving him.

Agent B. E. Halverson, of Easton, is taking a few days off to attend the World's Fair. He is being relieved by Harry Wilson.

Frank Bloom has returned to his assignment as third trick operator at the Mankato Tower, after having relieved for vacations in the dispatcher's office.

Account of closing the station at Bonair, Agent C. S. Thompson has displaced Agent J. W. Platt at Carpenter.

H. S. Voorhies has been appointed yardmaster at Austin, following the death of Mr. Plum.

Babe Swank, of the Superintendent's office, is spending a week in the north woods.

With the arrival of cooler weather one may expect Herman to show up with his trick vest any day now.

Eleanor Moran, of the District Accountant's office, spent a few days of her vacation in Austin. We understand that Ronald will not vacation in Austin this year.

Chief Dispatcher F. M. Valentine spent a few days of his vacation at the World's Fair.

We expected to be able to give some account of the hunting exploits of some of our hunters now that the duck season is open, but the only evidence noticed was Bill Clerk Robert ("Red") McCoy returning with his boots and pockets full of water. However, one must consider that it does not take much water to get up to "Red's" pockets.

Last month this column reported that Time Revisor Rose Krullish was awarded \$2 in the Scramble Gram contest conducted by Liberty Magazine. The Minneapolis Tribune lists her as one of the winners of a \$5 prize in the Bible Game contest conducted by the Tribune. We also want to congratulate Chief Clerk M. D. ("Doc") Hoff, as he is listed as a winner of a \$10 prize in the Bible Game contest.

Kansas City Division

O. M. G.

JNO. McEWEN, agent at Hayesville, is a patient in the hospital at Kirksville, Mo., having undergone a serious operation. It is reported that he is improving and hopes to be back to work very soon.

On September 23d occurred the death of Wm. C. Smith at his home on McPherson street, Ottumwa. He had been an employe in the store department for many years Lattimer feels very proud.

previous to his retirement about four years ago.

Time Revisor C. H. Baker had four ducks. Two deserted him and went back to the wilds of nature, and so he had but two. Charley, of course, "locked the stable after the horse was stolen" and put a cover over the duck pen. Incidentally, might mention that C. H. B. belongs to the "blue ribbon class" of tomato growers.

The sudden death of Engineer H. Turgeon on September 16th came as a great shock to his co-workers and friends. He had handled train No. 36 from Laredo to West Yard and was returning to his home in Ottumwa when stricken with a heart attack and died before reaching his home. He is survived by his widow and one son.

Jno. Nolan has been assigned to the position of third trick operator at Polo, Mo. Mrs. J. C. Roberts, wife of Conductor Roberts, attended a convention in Topeka, Kan., latter part of September and en route home visited in Lawrence, Kan.

We had several pleasant surprises during the past few weeks by visits from former Kansas City Division officials: Supt. B. F. Hoehn and Mrs. Hoehn were in Ottumwa for several days the latter part of September and stopped in the office of Superintendent Glvens to say "Hello." We were very pleased to see them. Returning to Wausau, they spent several days at the Century of Progress. Supt. H. F. Gibson and Mrs. Gibson stopped over in Ottumwa on Sunday several weeks ago and called at the office for a few minutes. Mr. and Mrs. R. H. Cunningham were guests of friends in Ottumwa for a few days in early part of October. Mr. Cunningham is Road Master on the Lacrosse-River Division, formerly Road Master on the K. C. Div., with headquarters in Chillicothe. Mr. Cunningham was in to renew acquaintances and talk over old times.

After an absence of fourteen months, account serious illness, Engineer Elmer Young returned to work in October. Ed. Dornisfe went to Chicago in September while on a two weeks' leave of absence. Returned from Chicago with a stiff neck and sore feet. The resistance that he had built up all summer, anticipating this trip, seemed to diminish pretty rapidly after a few days attending the Century of Progress in Chicago.

Mr. and Mrs. H. Hahn visited in Kit Carson, Colo., home of their son, in September, also visiting their daughter in Wichita, Kans.

Dispatchers J. A. Sanford and H. G. Barnard, accompanied by their wives, attended the Century of Progress during the first week of October. H. G. Barnard joined the Legionnaires who were in convention in Chicago at the time and as far as we can determine the convention must have been held in the Chicago Theater.

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

Nora B. Decco

It won't be long now . . . the CCC specials are about all done returning the boys to eastward homes after their summer out in the western states, the sheep and cattle shipments are slowing up in the country around about us, Engr. McKenna is planning his elk dinner 'long with Dad Echard, Chester Bales is looking for a likely spot for winter's wood, and Bob Schultz has turned off the drinking fountains on the station platform. Art Jersey is weeping over the frost getting his prize dahlias over Toston way and the Lunch room is moving back into the passenger station again, so . . . for all the signs and the direction the straws are blowing, winter will soon arrive. The sky is still as blue as it has been all the past month, the weather is still as perfect Indian summer as any old timer could ever wish to tell about, but from our experience, those other signs never fail if the weather man sometimes is caught napping.

We have sent quite a gang to A Century of Progress in Chicago. Among them, Mr. and Mrs. L. K. Sorenson, Conductor and Mrs. Wm. Coffin, Engineer and Mrs. Frank Echard, Operator Dave Goggin, Agent and Mrs. R. D. Crowder, Engineer and Mrs. A. E. Barnes, and we understand there are still more to follow.

Train Dispatcher M. J. Welch, second trick Butte, spent some of his two weeks' vacation last month there also, and is visiting old friends in Wisconsin and other near-by states; among the points of interest, no doubt, Tunnel City. Train Dispatcher Baker relieved him while he was away.

Jack Weatherly, who is also a train dispatcher part of the time, the rest of the time being agent at Gallatin Gateway, has gone to South Dakota to visit his brother a few weeks. Mrs. Weatherly accompanied him. James Campbell is agent in Jack's place while he is away.

Lineman Adolph Gorsky has been relieving Lineman Polarski for a few weeks while the latter went hunting. Did not hear what luck he had. Mr. Gorsky has returned to Jim Beatson's crew near Beverly.

Engineer Brentnall has gone to Northern Montana to work after quite some time off. Engineer Skeat has again returned to work also. Glad to see their names on the train orders again.

See anything new about the Butte Post? Seems to be more snappy or something than it has been for considerable time, don't you think so? I could not think what

CHICAGO TERMINAL MEN VOTE ON THEIR FAVORITE TOBACCO

Quality Brands Return To Favor With Better Times

EDGEWORTH WINS!

MORE THAN 250 pipe-smoking shopmen, firemen, engineers and brakemen at a leading Chicago terminal cast votes recently for their favorite pipe tobacco. The winner was Edgeworth Smoking Tobacco, with 86 votes. The second brand received 71 votes, while the third got 47. The remaining votes were distributed among a large number of tobacco brands.

The three winners were all established well-known quality brands. Railroad men, among whom a pipe is easily the most popular smoke, quickly returned to their favorite quality brands with the return of better times.

The leadership of Edgeworth among railroad men is not new. Railroad men want a mild, yet flavorful tobacco. Edgeworth is a blend of only the tenderest leaves of



the burley plant. Tobacconists say these leaves have the choicest flavor, and that in them is found the "mildest pipe tobacco that grows." That is why Edgeworth burns slow and cool in the bowl, tastes "smooth" on the tongue.

If you are not already an Edgeworth smoker, try it next time. Ask for Edgeworth Ready-Rubbed, or Edgeworth in Slice form. It comes in all sizes from 15¢ pocket package to pound humidior tin. Several sizes come in vacuum-packed tins. This world-famous tobacco is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Virginia.

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was going on until I heard that young Mr. Flynn is a bran new cub reporter on this daily and then I knew right away what had caused the improvement. Anyway I think I mentioned some time ago we should keep our eyes on this young man as he has a future in the writing field unless all signs fall. We wish him the very best of luck in this new work. Engineer Flynn, we suppose, gets the paper for nothing now, at least that is the way they used to do back in Kansas, but times may have changed.

Joe Jost is working first trick in the

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absence of Operator Harrington, regular, at Three Forks, who has gone back to Iowa to see the folks for a month. Operator Van Alostine was bumped here by Joe Jost, as he was bumped at Fairfield by Mr. Mertens. You want to watch your pocketbook when Joe gets his eye on you as he is selling a fine line of woolen garments and between the date on the calendar and Joe's good talking points, he will separate you from a few dollars in spite of all you can do if he ever let's you see those sweaters, or whatever he draws out of his sack first. Don't believe me; just ask anyone.

The Milwaukee Women's club drew a nice crowd at their District meeting Sept. 30th in Butte. A number went from here, but the meeting no doubt will be reported by the proper authorities in the Club. Enough to say the visitors were shown a fine time, including a trip to Meaderville, properly escorted by the superintendent and chief train dispatcher, and others we are not able to trace at present. Mrs. Kendall and Miss Lindskog were well satisfied with the progress made in all clubs attending and a "good time was had by all."

On October 2nd occurred the death of Mr. E. A. Tamm, agent at Butte, Mont., for many years. Mr. Tamm had been sick only a few days and his passing was very unexpected. He is survived by his wife and two sons, Quinn and Edward A. Tamm, Jr., and two sisters. Mr. Tamm was well-known in this division, having been agent for the Milwaukee at Harlowton twenty years ago when he was placed in the same position at Butte. The Rocky mountain division extends their sympathy to the family in this great loss.

Engineer McCormick from the Northern Montana end of our division has returned to work there after a visit at home in Deer Lodge the first week in October.

Mr. O. G. Buerkle, who was agent in 'boxman' for our line for many years and knows everyone in the town by their first name, is now agent at Butte. We offer our congratulations to Mr. Buerkle on this position and no doubt all will agree with us in saying no better selection could have been made to fill this place as Mr. Buerkle names his friends by those who know him and we wish him the very best of success in his new home.

The last but by no means the least of news for this month is the wedding of Deer Lodge Monday, October 16, of the second daughter of Conductor and Mrs. P. L. Kirwan of that city, Miss Margaret Ann Kirwan and John R. Quigley, Jr., Avon, near Deer Lodge. The bride is a very lovely and popular young woman having grown up and attended the Deer Lodge schools and spent the greater part of her life in that city. The Rocky Mountain division offers their very best wishes to this young couple and hope for them much happiness.

West I. & D. Division

Edna Bintliff

A DIVISION staff meeting was held at Mitchell Sept. 27th in the Women's Clubroom. Superintendent Ingraham was in charge of this meeting, which had a fine attendance of officials from the west I&D.

Judging from the number of dogs which we have to step over every time we come to work, the hunting season is about to open. There is also an added snap to the switchmen's work, which would indicate that they are about to take to the fields. So what is the pheasant's loss is a decided gain to those who want their cars spotted.

The West I&D has had its share of hospital cases this last month. Francis McMahon, Tom France and "Doc" Lawrence have all been on the sick list. We are glad to report that they are all on the road to recovery now and will be on the job again in a short time.

Inspection car No. 1 was over this territory last week, making a trip to Rapid City. Mr. Shea, assistant superintendent of maintenance of way, and Mr. Dougherty, contractor, who had charge of some ballasting on the Black Hills' line, were among those who made this inspection. A new type of ballast is being tried out in this territory. Everyone concerned believes this ballast will be a success in the gumbo soil in this territory as it seals the roadbeds and sheds water from the gumbo and should make a permanent and substantial roadbed. If this works out as satisfactorily as Roadmaster Core believes it will, we will have to take off our hat to him from now on, as he is the one who has suggested this new ballast.

We regret very much to report the death of James Black, janitor at Mitchell. Mr. Black had become almost an institution at that point, especially at all meetings, where he always entertained with original songs and poems. Father Brady said in the funeral sermon for Mr. Black that he had perfected the art of kindness, one of the greatest arts in the world. We are sure that all who knew him will agree with Father Brady in this statement.

Mr. and Mrs. S. M. Grundland have returned from the west coast where they spent a great part of the summer. Mr. Grundland says that conditions on the coast are gradually improving, with more men at work than last year.

Lyle, son of Conductor Hopkins, of Chamberlain, is a freshman at Dakota Wesleyan this year.

A good many of the employes on the West I&D have attended the Century of Progress this summer. "Blondy" from the freight house and Phil were among those who attended the Fair. Emma Reynor from Rapid City stopped over at Mitchell on her way home from the Fair too. We know that Em had her money's worth as she even brought home the cups she paid for. She figures that 10 cents for a cup of coffee simply includes the cup. We agree with her and shall add to our cup supply in the future when overcharged for coffee. And in case of being overcharged for a meal, we shall take home the plates; if for a room at a hotel we might load up a good Beauty Rest mattress. Well, anyway, there is no use in letting any profiteer get the best of us, and Em has shown us the way to overcome a danger of this kind.

Carlson's Extra Gang has been over the West I&D Division, putting in ties and aligning track. This gang was authorized by Mr. Shea. The local officers are well

satisfied with the work which this gang has accomplished and they believe this is the right method of putting in ties. "Bud" DeSomery, formerly of the engineering department, was timekeeper on this gang.

Notes from the Coast Division (East)

R. R. T.

SOME months there seems to be a sad dearth of noteworthy events around these diggings; nothing much seems to happen and your correspondent is reduced to sucking his thumbs in despair and wondering what on earth to write about in order to keep Spokane, the Inland Empire and this Division on the map. And now that the season is closed there are not even the fishermen to fall back upon any longer who during the season can always be depended upon to furnish their quota of excitement. But, stay! that reminds us that we had almost forgotten to report the last great expedition by our local talent which wound up the season in a burst of glory. As usual our own Harry Hill (our friend McBride of the Ohio Match Company says: "There is only one good car clerk in Spokane and his name is Harry Hill) was the instigator; for weeks he expatiated on the glories of his previous trip into the wild mountain fastnesses of Northwestern Montana, until he had all our fishermen worked up to the frenzied desire to see this wonderland. Finally three of them and a non-railroading friend from the city organized the second expedition. John Stils, member of our switching force, furnished the car and was one of the party; Harry Hill was the second and another popular member of our force was the third. At his earnest request we have promised not to mention his name; we wondered at first at his retiring disposition, until we learned that he did most of the cooking on the outing and performed his duties so marvelously well that there is every reason to fear that if Mr. Jones learned of his identity he would at once draft him as Assistant Superintendent of Dining Cars which would necessitate his living in Chicago, while he much prefers to stay in Spokane. Hence he shall be unnamed.

The trip into the high mountains was uneventful except for the fact that John Stils got lost on the mountain trails and that the party still wonders how they got there alive when they think of some of the "roads" over which he took them; but when they finally reached the lake after dark all was forgiven. We will not report on the catch in detail, as each one got the limit; but we cannot help relating what happened next day when Harry Hill accidentally flushed a grouse and saw where it settled on a dead log. He beckoned to John Stils who had taken along an old automatic, just for fun. When John saw the grouse he could not resist the temptation to take a pot shot at it, though we believe it is not considered quite regular to shoot at a sitting bird; however, no harm was done, as the first shot did not even scare the grouse. Neither did the second shot nor the third; in fact, John fired nine shots, all the ammunition he had with him (for by this time he was mad clear through and determined to get that bird), and the grouse was still sitting there, wondering what all the noise was about, until Harry Hill finally shooed it away by throwing a stick at it. You never saw such a crestfallen marksman as John; he has since tried to establish an alibi by saying that the gun hadn't been fired in five years, but it seems to us that it takes more than that to explain such shooting. Well, better luck next year.

The east end of the Coast Division is pretty busy these days moving CCC special trains. The mountains east, north and south of Spokane were full of the conservation troop camps all summer and now many are being moved back to their eastern homes. Our line is taking eleven full trains of them east and one to the west, to Camp Lewis, near Tacoma. Most of the winter camps will be established in the milder

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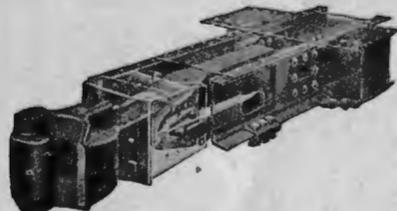
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regions on the west side of the Cascades, but half a dozen winter camps are being built in this vicinity and in nearby Idaho. Some of the boys became homesick, but to many, if not most of them this summer has been a grand and glorious adventure. Most of them were quite in love with the West and full of praise for the friendly spirit that has been shown to them. Some, of course, are bred-in-the-bone Easterners; one of them, from New York City, said to us one evening, as he was waiting to hop a friendly freight train to get back to his camp after spending the weekend in Spokane: "Oh, it's all right to come in here over Sunday, but I would hate to live in a small town like this all my life." And the citizens of Spokane consider this quite a metropolis!

Conductor D. C. Leaming, who is on passenger run between Spokane and Deer Lodge, with Mrs. Leaming returned from Chicago and the Century of Progress Fair. Conductor Downey, who relieved him in the meanwhile, will go back on the Coeur d' Alene run which for some time past has been under Conductor Ray Falck's care.

Passenger Conductor W. E. Cummings and Mrs. Cummings are on an eastern trip at this writing; they have been in Chicago and are going as far east as Washington, D. C.

Operator P. H. Murnane has gone from Coeur d' Alene to third at Othello, but took a two weeks' vacation before entering on his new position.

Engineer W. G. Sisson, of the Pend d' Oreille run, and Mrs. Sisson have been away for a month on a visit to the Fair at Chicago and to various relatives in the Central States. Mr. Sisson returned to work on October 1st. During his absence he was relieved by Engineer Allen Gustafson.

Iowa East Division

John T. Raymond

PASSENGER brakeman Lloyd R. Curtis has taken an indefinite leave of absence and with his wife is moving to Los Angeles, Calif. Mr. Curtis is convalescing from an operation and it is thought the change of climate will be beneficial. His many friends on the Iowa Division wish him lots of good luck.

Conductor Charlie Cornelius laid off the first part of October and took in A Century

of Progress. So did Train Baggage man Charlie Hayner and Passenger Brakeman Glenn Larkin.

Engineer John P. Kohl has taken the firing job on the Maquoketa Line after being off duty for several months account trouble with his eyes. Mr. Kohl displaced Fireman Roy Fields who in turn displaced Fireman Roscoe Stevens on the Davenport-Monticello wayfreight, Mr. Stevens taking the Dubuque-Nahant job.

Conductor Wm. P. Kelly took a week off in the middle of October to take in A Century of Progress, being relieved on the Calmar Line wayfreight by Conductor Frank Dlouhy.

Fred Golden has given up the braking job on the Marlon-Cedar Rapids night transfer and taken one of the assigned braking jobs out of Savanna. Bert Burrows has taken the night transfer job left vacant by Mr. Golden.

Yard Foreman James Bartlett of Marlon was off duty awhile on a vacation, Chris Skow relieving.

Mr. and Mrs. Thomas Costello returned to Marlon latter part of September after an extended visit to Nebraska.

Mr. and Mrs. L. Neuenswander of Marlon visited in Waterloo and went to the Century of Progress in Chicago the latter part of September.

George A. Lane, 80, lifelong resident of Iowa and for 47 years an employe of the B&B Department for the Milwaukee Railroad, passed away Thursday evening, October 5th, at the home of his daughter where he had been living the previous four months. The funeral services were held at Marlon Sunday, October 15th, at 2 p. m. Pallbearers were Cliff Barnes, Howard Cruise, George Markert, Frank Fuller, Lafe Lindley and Fred Schantz. Burial was made in Anamosa cemetery. He was a member of the I. O. O. F. and the Fidelity Insurance Co. Mr. Lane was a faithful and reliable employe during his long term of service with the company and his death is regretted by many friends. The sympathy of all is extended to the surviving relatives in their great loss.

Supt. and Mrs. A. J. Elder returned to Marlon October 11th after a two weeks' vacation. While away they visited relatives at Pittsburgh, Pa., and attended the world series ball games between the Giants and the Senators at New York City. Returning home, visits were made at Wash-

ington, D. C., and the Century of Progress, Chicago.

Allen Edwards of Marlon is attending Cornell College at Mt. Vernon, Iowa.

Mr. and Mrs. R. L. Leamon spent two weeks the latter part of September at the Minnesota lakes and at the Century of Progress, Chicago.

Mr. and Mrs. Willis Jordan of Marlon left Marlon October 3rd, visiting relatives at Denver, Colo., and spending some time at the Century of Progress, Chicago.

H. E. Ramsey of Arlington returned home October 15th. He has been relieving dispatchers at Marlon on vacation. Agent Hodgson has been relieving at Arlington.

Agent E. J. King of Waucoma was off duty for several days. F. E. Sorg relieved him during his absence.

Operator T. J. Allen of Miles has returned home after several weeks' work at Marlon.

Mr. and Mrs. S. C. Lawson of Marlon left September 24th, visiting their son Fred and family in Tennessee.

Agent C. A. King of Miles left September 30th for a vacation, D. D. Devore relieving.

Agent Henry Seeger of Miles was off several days early in October, E. F. Clausen relieving.

Dispatcher E. E. Edwards of Marlon has returned home after spending the summer relieving dispatchers on vacation at Perry.

First Trick Operator George A. Cabb was away on a week's vacation visiting relatives at Hayesville, Iowa, Bruce Devoe relieving.

Peter Pazour of Marlon visited friends at Mazomanie, Wis., and the Century of Progress, Chicago, this summer.

The following were among the recent visitors at the Century of Progress, Chicago: Mr. and Mrs. H. C. Van Wormer, Mr. and Mrs. J. F. Coakley, Mr. and Mrs. George Barnoske, Mr. and Mrs. G. R. Barnoske, Mr. and Mrs. O. Fohey, Mr. and Mrs. Harry J. Murphy, Mr. and Mrs. Frank J. Cleveland, Mr. and Mrs. Chas. H. Hayward, Mrs. C. E. Mitchell, Mrs. W. K. Lothian, Mr. and Mrs. Phillip Shoup and Mrs. F. J. Hardenbrook.

A meeting was held at the Marlon passenger station Sunday, October 1st, at 10 a. m., presided over by Trainmaster W. J. Hotchkiss. Among the several interesting subjects discussed, courtesy was the principal one.

Milwaukee Terminals

M. H.

YARDMAN JOHN P. MOULTON died September 23rd at his home, 730 North 28th place, after a long illness. He retired about three years ago on account of his health after fifty-three years of loyal service. Funeral was from the home September 27th with interment at Oconomowoc and was attended by a large number of old friends with whom he had worked for years. The Milwaukee family extends its sympathy to his family.

Yardmen D. J. McAuliffe, Robert Smith, George Day and Frank Clark attended the Grand Army of the Republic encampment at St. Paul, Minn., September 18th to 22nd. All report a good time and all hope that they will be able to attend the next encampment.

Conductor Thomas F. Monks and wife left September 28th for New York for a vacation and to visit friends. On their arrival in New York they were given a banquet by the local lodge, B. R. T. Tom came home with a new watch which he claims is a 37-Jewel. Conductor John A. Lewis officiated as captain on the 0376 while Mr. Monks was away.

On October 1st Yardmen James J. Packenham and Peter Petrie left for two weeks at Excelsior Springs, Mo. We hope that Packenham does not get homesick this trip.

Yardman Luke Shannon has in his possession an old Spanish gold coin which has a date of 1492. On one side of the coin is an imprint of what seems to be some prelate and the letters "Torquemada." On the other side the imprint of a woman under which is "Isabella 1492." Above the

imprint, "I twa sashi tpo ta Ndabi gon e," all in Spanish letters.

Yardman Morvin G. Mellor died September 23rd at his home, 1222 South 49th street, after a short illness. He had been an employe for thirty years. Funeral September 26th from the Borgwardt Funeral Home. Interment at Green Ridge Cemetery at Kenosha, Wis., under auspices of Lodge 942, B. R. T.

They are telling a story at the roundhouse about the visit of Fireman Benjamin Breckenridge to the Century of Progress. According to the story, Breckenridge had never visited Chicago and upon arrival at the Union Station took a taxicab, telling the driver that he wanted to go to the Fair. The driver was under the impression that he wished to go to The Fair store in the loop district, took him to that store where he put in some time looking over its stock. After his four and one-half hours were up and he had his 20 minutes for lunch he asked one of the attendants where the "Royal Scot" was, and was informed that it was out at the Century of Progress, and also which street car to take to the grounds. In due time he saw the "Royal Scot" but claims he was pushed out of the way by one of the guards to let ex-President Hoover's party pass. He doesn't think much of the Fair, so he says.

A houseful of friends gave Engineer Henry Bye a surprise party on the evening of October 6th, this being his birthday. All hope to meet Henry again next October 6th and that he will have some birthday cake as good as they had on this October 6th, and some more shingles.

Yardman John O'Connor was presented with a button or badge recently by Lodge No. 942, Brotherhood of Railroad Trainmen, in appreciation of his forty years' membership in that organization. Congratulations, John, from the Milwaukee family.

Yardman and Mrs. M. G. Deinlein visited the Century of Progress September 1st. Matt saw the Midway and Mrs. the exhibits, and both think the Fair just fine.

Machinist Roman Warzalz gave Foreman George Kruse, Ed. Ryan and Ernest Muster a trip to the Century of Progress in his Packard October 8th.

Some veteran employe friends called on Machinist George W. Burns recently to spend the evening and presented him with a 45-year button from the Veteran Employes' Association. Mr. Burns retired from active service about a year ago.

Engineer and Mrs. Wm. Parry returned from their trip to their old home in Wales on September 30th, both in the best of health and ready for another trip.

Dispatcher J. E. Roberts is confined to his home, 546 North 15th street, with illness. The Milwaukee family hopes for his speedy recovery.

S. C. D. Office

ANOTHER bachelor in the office has forsaken the so-called "single blessedness" and taken unto himself a bride. The groom is Steve Flut, the bride, Marcell Havel, the day, September 9th, and the place, Crown Point. We all extended our heartiest congratulations to the newlyweds and presented them with a modernistic secretarial desk and chair as a wedding gift. They expect to furnish an apartment real soon and when they have that little place of their own, "You must come up some time," will be said quite often.

I understand that Bill Tschantz has moved to North 34th and Meinecke and that he is very much pleased with his new place. How about letting us see it, Bill, by giving a good old-fashioned housewarming?

Mr. Brock has also changed his address. He has moved into his own home on North 54th street near Center. "We are more than satisfied, in fact we like it very much," Mr. Brock comments about his new home. How about invitations to your housewarming, Mr. Brock?

We have another Luther Burbank in our midst. Al Barndt says that he has pumpkins growing all over his lilac bushes, in fact all over the yard. Anyone wanting



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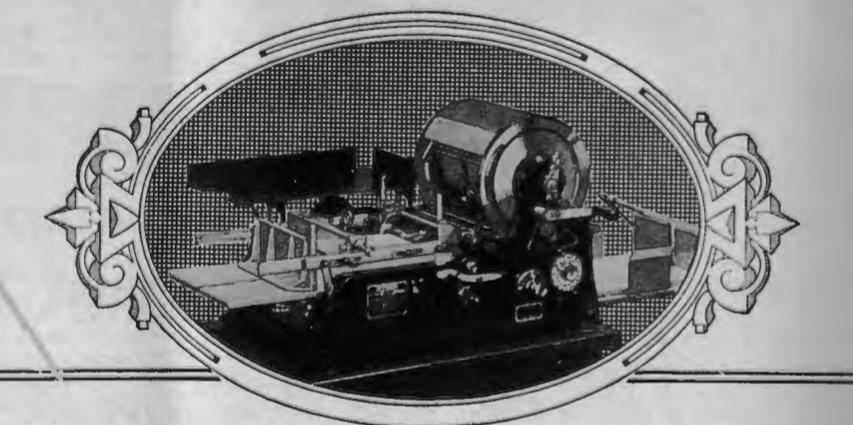
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pumpkins for Hallowe'en, Thanksgiving or Christmas, just talk to Al. Isn't it too bad that Al does not like pumpkin pie?

Harry Belond has been very ill and although he is still at Mount Sinai Hospital he is now on the road to recovery. He sent word that he wishes to thank the Sunshine Club for the flowers and that when he gets well and back to work—which we all hope will be soon—he will thank us personally.

The world series is over and football season begun. Dick, Jerry, Steve and Carl are each one dollar richer by winning a baseball pool. Dick also won a little bet when the Giants won the series and almost won another when Wisconsin beat Marquette. The not-so-lucky gambler was the writer.

Sincerest sympathy is extended to Jack and the Buntrock family in the death of Mr. Buntrock, Jack's father-in-law, who passed away October 2nd.

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

D. H. A.

MRS. PETER J. BURNS passed away at the Moberg Hospital on September 25th after a lingering illness of two years' duration from cancer. Mr. and Mrs. Burns became residents of Moberg last June. Mr. Burns taking the position as first truck car clerk here. Previous to that time they had made their home in Miles City for a number of years where Mr. and Mrs. Burns were both Milwaukee employes. Mrs. Burns having held a position as roadmaster's clerk, also working in the superintendent's office there for a number of years. The remains were taken to Miles City for burial and the many beautiful floral offerings gave evidence of the high esteem in which she was held among her many friends there. She leaves to mourn her loss a husband and four sons, Robert, who is secretary to Supt. P. H. Nee; Bernard, employed by Gamble Robinson Co. at Miles City; Dexter and Park, who are with their father here. Deepest sympathy is extended to the bereaved ones.

Agent J. W. Rodenbaugh of Shields, N. D., has been a patient at the Moberg Hospital. During his absence he was relieved by R. S. Lewis.

Mr. and Mrs. James Hopper left for Chicago where they will take in the Century of Progress and from there they will journey on to Washington, D. C., and other points.

Mrs. Harry Conger is enjoying a visit from her two sisters, Mrs. Arthur Law of Council Bluffs, Iowa, and Mrs. L. J. Burrows and daughter Dorothy of Marlon, Iowa. They all belong to the Milwaukee family, Mr. Law being day roundhouse foreman at Council Bluffs and Mr. Burrows is an engineer at Marlon.

Mr. and Mrs. H. L. Steinstra spent a few days at Lincoln, Neb., visiting at the home of their daughter and son-in-law, Mr. and Mrs. Lloyd Dunn.

Announcements have been received telling of the marriage of Miss Kathryn Mastlin, daughter of Mr. and Mrs. Ray Martin, to Mr. Edwin Haller of Wheeling, W. Va. Miss Kathryn is a graduate of the Moberg high school and one of our most popular young ladies and her many friends wish her much happiness. Mrs. Martin and Kathryn have been spending the summer at Wheeling with their daughter and sister Mrs. Wm. Derringer, formerly Dorothy Martin of Moberg.

Mr. and Mrs. Louis Scheffelbein and daughter Joan have returned from a trip to New Lisbon, Wis., where they attended a family reunion of the Scheffelbein family. They report a fine time.

Mr. and Mrs. Harry Worix were called to Ann Arbor, Mich., by the death of Mr. Worix's mother, and while there were called to Blanchard, Mich., by the death of Mrs. Worix's sister.

Mrs. W. P. O'Hern of Wapakala attended the Federation of Woman's Clubs convention held at Aberdeen on October 2, 3 and 4. From there she went on to Graceville, Minn., for a visit with Mr. O'Hern's mother.

Mrs. Belle Jackson has returned from the west coast where she spent the summer with her daughter, Mrs. W. J. Fitzgerald, at Tacoma. En route home she stopped at Spokane for a visit with friends.

Mrs. Mary Keegan of Chicago is spending a few weeks at the home of her daughter, Mrs. W. P. O'Hern, at Wapakala.

R. S. Lewis is relieving at Isabel this week while Agent and Mrs. Val Hampel are taking in the Century of Progress at Chicago.

Brakeman Chris Neumiller underwent an operation for appendicitis at the Moberg Hospital and is convalescing nicely.

Things were sure humming in the dispatcher's office last week due to the heavy stock shipments on the Trans-Missouri Division making it necessary to call almost every available man, for which these railroad boys are duly grateful, some of them not having made a trip in two or three years. Let us hope the good work continues.

Night Baggageman Theodore S. Johnson is taking a much needed vacation and is attending the World's Fair and from there will go on to Wisconsin to visit relatives. Jack Fuller is assisting at the local freight house during his absence.

Miss Delsia Hourigan, who is a student at the Aberdeen Normal, spent the week end here with her father, Larry Hourigan.

Many of our railroad boys took advantage of the four half-days of chicken and grouse hunting and went out and got their limit. On September 24th Billy O'Hern of Wapakala invited a number of his Moberg and Wapakala friends on a hunting party. The day was ideal and after tramping through the hills and getting their share of birds the five carloads of hunters gathered on the banks of the old Missouri where a bountiful supper was prepared by the ladies. All present voted Billy a perfect host and the day was thoroughly enjoyed by all.

Mrs. C. W. Nath and daughter Betty are again making Moberg their home after a year's stay in California, and Mr. Nath is happy to have his family together again.

Mrs. Emil B. Johnson, Worthy Matron of the Eastern Star, Mr. and Mrs. Leonard Clark and Mrs. Tolkein are attending Grand Chapter meeting at Huron this week.

Iowa (Middle and West)

Ruby Eoknan

WILLIAM NIEL, son of Conductor H. A. Boisen, of Perry, and a recent graduate of Iowa State College at Ames, has recently been appointed foreman and assistant superintendent of the Virginia Chemical Co. at Norfolk, Va. William specialized in chemistry.

Yard Clerk Marlow Stotts supplied all of his friends with honey in September when his crop was harvested. A swarm of bees took up their abode in one of his trees last spring, so he secured a hive and the necessary materials for them to go to work, and

his crop amounted to about eighty pounds of honey.

On September 24th occurred the marriage of Maurice Kenyon, of Pella, and Theresa Stapleton, of Perry. The bride is a daughter of Engineer Frank Stapleton, of Perry. The young people will live in Pella, as Maurice is employed by Swift & Co, as its representative.

Mrs. Clayton West, wife of one of the west Iowa division conductors, won a recent radio vocal contest held at one of the radio stations in Iowa. In the last contest she won 1,900 votes and the nearest competitor received 900.

Thomas C. Welch, who many years ago worked in train service on the Milwaukee, died at the home of his daughter in Oakland, California, the latter part of September. Mrs. Welch died about three months previously, and Mr. Welch went to California to make his home with a daughter. He was 82 years of age and for over fifty years had been a member of the Masonic bodies, always retaining his membership at his old home in Ingersol, in Upper Canada. Burial took place in Perry.

H. E. Rooney, General Yard Master at Council Bluffs, came to Perry to make the acquaintance of the Perry force, during his vacation in September. Howard has worked at Council Bluffs a long time, but this was his first visit to Perry.

Conductor Thomas Birmingham has a new daughter-in-law, as his youngest son, Clyde, was married in September to Miss Helen Cooper, of Woodward.

Mrs. Charles Zimmer, widow of one of the old-time passenger conductors on the Iowa division, died at the family home in Perry the latter part of September. Mrs. Zimmer has been in poor health since the death of her husband a year or so ago.

Engineer D. L. Young took a few days off in September and made a trip to Wenatchee, Wash., to visit his daughter.

Mrs. Herbert Hoover, wife of the former President, was a passenger on the Arrow October 8th from Omaha to Milwaukee, en route to the Girl Scouts' convention.

Miss Lavina Sinclair, eldest daughter of Engineer Charles Sinclair, was married September 21st to Everett Fry, a young business man of Rippey, Iowa. Mrs. Fry was one of the most popular members of the younger set in Perry and was active in church work and work in business circles. She was given several complimentary parties before her marriage.

Mrs. DeWitt Gibson, wife of one of the machinists at the Perry roundhouse, died suddenly the fore part of October. Mrs. Gibson had submitted to a major operation and had made a nice recovery. The night before she was to leave the hospital her condition suddenly became worse and she died a few hours later. Mrs. Gibson was a very brilliant woman and had taken an active interest in school and club work in the city and will be greatly missed in her home and in the community.

It is Grandpa Wilcox now, Engineer Thomas Wilcox having been advised of the arrival of a fine baby girl at the home of his son, Harley, in Chicago recently. The little miss was named Virginia Ryner Wilcox.

Chicago Terminals

Guy E. Sampson

AS these lines are being read we will be in the month that Thanksgiving occurs, and, even though we have all been in the midst of one of the greatest depressions our country has ever known, how much we still have to be thankful for! Business has been on the upward trend, more men are being put back to work, which increases our possibilities for accidents, and yet we are keeping up the good work of eliminating that greatest foe of all mankind—ACCIDENTS. A great many terminal employees attended some of the meetings of the Safety Congress held in Chicago and every man came away more determined than ever to do his part and a little more if necessary to make a real record for the Milwaukee Railroad this year. And what

we can do this year we can do each year to come.

The sympathy of all employees is extended to Engineer Warren Swails and his sister Carry, who received the sad news of the death of their mother at Rhinelander, Wis., the 13th of October. Also to the family of Engineer Peter Girken, of the Chicago Terminals, on the sudden death of Mr. Girken on October 12th.

The many friends of Harry Mewherter, who has been doing some relief work in the train director's office, since trouble with his eyesight caused him to give up switching in the yards, were sorry to learn that he went to the hospital October 14th, where he expects it will be necessary to undergo a very painful eye operation. As our items leave the reporter we are informed that the operation has not as yet been done. But we all wish for him a successful operation and hope to have him back as good as new very soon.

Mr. and Mrs. Leo O'Donnell have returned from their summer's vacation, spent on their Wyoming ranch. Mr. O'D. holds seniority rights on the conductors' list on the Ill. Div., but he and his good wife spend each summer "out west" on their ranch, enjoying themselves besides making a place for a younger man here on the railroad. But we are all glad to see them return in the fall.

Well, one of our good friends took the hint and sent us a few items from the east end of the Terminal. Now, if a few more will do the same, and this one remembers us each month also, what a newsworthy column we will have every month. We don't expect to monopolize all the extra space in our wonderful magazine, but with a few items from each nook and corner—well, everybody likes to hear from places they know, so let's not disappoint them.

Mrs. George Shaw enjoyed a two weeks' visit with her relatives in Pennsylvania and New York this month. She also visited Washington, D. C., while on her trip.

The clerks at Western Avenue yards are now installed in their new office, and the old office and tower, which had housed yard masters and clerks for the past thirty-five years, has been wrecked. This was one of the oldest buildings in the Chicago Terminal.

After getting the clerks located and office arranged, Chief Yard Clerk Milton Lange (Helne, to you) has taken a much needed rest and is now vacationing up on Lake Superior, where, he says, they catch the big fish.

Bill Zuehlke, the good natured car foreman, is just back from a fishing trip in Wisconsin. Bill says he caught a squid. He says this is a fish that swims backward to keep the water out of its eyes.

Mike Duffy, Yard Master at Western Avenue, made a rush trip to Wisconsin to enter the trap shooting contest at the old home town. You know, Mike is some shooter (and how he can shoot it).

Switchman Dick Eckhart was seen at the World's Fair on a pair of roller skates. Dick says you can cover more of the fair this way, but you have to remove them when you go in the Streets of Paris.

Iowa Division, Second District

H. H. J.

THE mother of Jean (Dallas) Wheeler stopped in Des Moines recently for a day's visit en route from Los Angeles to Chicago to see Jean.

Harry F. Dunn, Union Station operator, Des Moines, took a nice vacation in Chicago the fore part of September, visiting relatives and seeing the World's Fair.

C. J. Zehr, agent, Boone, has also been away seeing the sights, being relieved by V. C. McGee.

It is nice to see Ray V. Dawson back on the division after an absence of about two and one-half years. He's looking and feeling fine. Congratulations on the recovery.

Messrs. R. H. Martin, from Rockwell City, C. R. Stahl, from Albert City, and D. A. Myers, from Jolley, have slipped

What killed the Canary?



"IT'S as plain as the pipe in your face," the wife insisted, and she was right. But no canary ever fainted from good tobacco smoke.

Husbands, let this be a lesson.

Give that musty old briar "the bird."

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THE P. & M. CO.
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away to Chicago recently to see the fair. R. V. Dawson relieved at Rockwell City and P. L. Calhoun at Albert City.

Word has it that R. G. McGee has a rather ferocious football team at Grimes and that his Wildcat bonecrushers are making it tough for the opposition.

C. E. McGrew was in Des Moines to attend the opening world's series baseball game (via Register and Tribune score card) and to do a little NRA shopping.

SPORTING NEWS

The standings of the Freight Auditor's Bowling League as of October 10, is as follows:

Team	Won	Lost	Average	High Games
1 Rate	12	3	785	4
2 Switching	8	7	772	2
3 Statistical	9	6	758	2
4 Local	7	8	760	3
5 Interline	6	9	754	2
6 Review	8	12	750	2

Local		Statistical		Switching	
Player	Average	Player	Average	Player	Average
Helwig	160	Peterson	179	Ewalt	151
O'Shea	173	Kreiter	134	Bartels	149
Fatock	146	Orlowski	155	Ganzer	128
Hussey	155	Christ	153	Figg	168
Nickels	126	Wayrowski	164	Ludwig	154
Malcynski	179	Becker	186	Gerke	151
Allaire	133	Riplinger	137	Specht	182
Greenwald	135	Pufundt	142	Miller	137
Weyforth	141	Braun	141	Bialas	147
Larson	166	Reinert	152	Rumps	155

High team series—Statistical with score of 2474.

High team game—Interline with score of 859.

High individual series—Becker with score of 643.

High individual game—Malcynski with score of 257.

Switching vs. Rate		Interline vs. Statistical		Review vs. Local	
+	19	+	8	+	7

Softball

The game to decide the championship of the Milwaukee Railroad Softball League was played at Wrightwood Playground on September 21. That the race had been close all season is best attested to by the fact that the two finalist teams, "Tobin's Aces" and "Lullo's Sluggers" were tied in percentage points on games won and lost.

It was a hotly-contested game and the score is no criterion as to the character of the play. The game was marked by heavy hitting and sensational fielding, although a good many scores were counted by virtue of the fact that the players on both teams were pressing too hard and taking almost impossible chances, resulting in errors which can be charged only to the tenacity of the men.

The starting pitcher for the "Aces," Frank Passaretti, failed to last out the third inning, when his opponents began a hitting rampage which netted eight runs. At this point, the manager of the team himself, Hank Tobin, took over the pitching assignment and held the "Sluggers" in check very nicely.

In the eighth inning, the "Aces" commenced an onslaught of their own against the pitching of Joe Lullo, resulting in a seven-run rally, climaxed by a three-bagger hit by Art Heine which scored two men and put the "Aces" in the lead by one run. The "Aces" picked up another run in the ninth to insure their lead, but Pitcher Tobin held the "Sluggers" scoreless in their half of the inning and the game was over with "Tobin's Aces," the victors and champions of the league. Final score: "Aces," 18; "Sluggers," 16.

For the winning team, Gavin and Cross

dale starred at bat, while for the "Sluggers" the honors went to Weise, Gumz and Hirst.

The line-up and batting order of the championship team is as follows:

Gavin, 2nd base.
Gallagher, 1st base.
Heine, 3rd base.
Specht, shortstop.
Tobin, left field.
Kowalski, center field.
Crossdale, right field.
Grant, catcher.
Passaretti, pitcher.

Fullerton Avenue Building

A. M. D.

THE rest of us are glad enough to get a two weeks' vacation with pay and then are broke for a month afterward, but the "Ship by Rail Club" has just finished a two-months' vacation and came back none the worse for the holiday.

The summer vacation was brought to a close with an executive committee meeting in the assembly room at the Union Station, Friday evening, Oct. 13. The members of the committee are not really big committee men, but a bunch of the boys from all over the Terminal who think and act about like we do, and considering the day of the week and the day of the month, they were prepared for the worst.

It only took a few minutes for Fred Miller, the Financial Secretary, to read his report, and when they found the organization had grown to over a thousand during the vacation, and that the dime dues have grown into a sizeable fund, they all perked up and began making plans for the coming winter.

Other cheering news was a report on the National Association's three day meeting held in Chicago recently, at which thirty-six states were represented with over a million and a half membership, and the announcement of new negotiations issued by the state of Illinois governing highway transportation.

Plans for a mass meeting to discuss the further measures needed to give the railroads in Illinois a fair break was taken up, but it was decided to postpone the meeting until after the close of the Fair and then hold it in one of the downtown hotels.

Last month we reported a number of weddings. This month we have a number of babies to introduce. Is it not wonderful how events move in cycles?

Tom Gavin, of the Ticket Auditor's office, is the daddy of a nine-pound baby boy, born

Oct. 1. The youngster's name will be Thomas Emmett. This is the second boy; the first one is named Jimmie.

Kathryn Gavin, formerly of the Central Typing Bureau, and now Mrs. John Cannon, is the proud mother of an eight-pound boy. The baby's name will be Thomas Francis. Mr. Cannon is a former employe of the Ticket Auditor's Office.

Marie Seipp, also an ex-employe of the Central Typing Bureau, and Jim Harvey of the Freight Auditor's office, are the proud parents of a new baby boy. This is the third baby for Marie and Jim and they are certainly to be congratulated.

Here's another representation from the Central Typing Bureau. We have just been informed that Bell Katch, now Mrs. Esarobe, is also the mother of a baby boy.

And last, but not least, Stanley Tesmer of the Freight Auditor's Office, is the father of a new baby boy.

Apparently, it's an epidemic of baby boys. And now for engagement rings—Catherine Buster and Margaret Smith of the Freight Auditor's office, are the happy recipients of diamond solitaires. We are sorry, but we have no intimate details.

Irene Swolk of the Central Computing Bureau has taken a leave of absence in order to undergo a rather serious operation. We certainly wish her the best of luck.

Etta Doran, of the Central Station Accounting Bureau, has returned after recovering from an appendicitis operation.

Harry Wallace, of the Freight Auditor's Office, is also back at his desk after undergoing an appendicitis operation.

Margaret Jones, also of the Freight Auditor's Office, after being rather badly injured in an auto accident, has returned to work fully recovered.

I. and D. Items

M. G. B.

MRS. J. CARLTON STARR, daughter of Superintendent and Mrs. Ingraham, visited with her parents at Mason City the latter part of September.

Mr. R. P. McGovern, Traveling Time Inspector, was on the division in September, visiting the offices at Mason City the 19th and 20th.

Mrs. W. J. Johnston, wife of Asst. Trainmaster and Traveling Engineer, attended the Corn Palace Exposition at Mitchell in September.

Mr. F. J. Swanson, General Car Supervisor, Minneapolis, was in Mason City Sept. 19th.

Mr. J. Findley, machinist at the Mason City roundhouse, and Mrs. Findley attended the World's Fair in Chicago Sept. 20th.

Mr. Theo. Reise, machinist, attended the American Legion convention at Chicago in September.

The Division was grieved to hear of the death of E. P. Willey, who died Sept. 28th.

Mr. C. A. Boehmer, formerly District Adjuster from Cedar Falls, was a caller at Mason City Sept. 28th.

Our old friend, Clifford Smith, formerly of the Superintendent's office, Mason City, called at the division offices Sept. 28th. He is now working in a government office at Pine Ridge, N. D.

Mr. A. E. Edlund, Welding Supervisor, Minneapolis, was a caller in the division offices, Mason City, Sept. 28th.

The Division wishes to extend its sympathy to O. A. Beerman, Trainmaster, on the death of his brother at Guttenberg Sept. 26th.

Mr. W. J. Lieb, Trainmaster from Austin, was in the Mason City offices Oct. 10th.

Mr. O. E. Bradford, Traveling Inspector from Austin, was in the Division offices Oct. 14th.

Twin City Terminals

Leda Mars

IT was interesting to hear that Mr. and Mrs. John D. Knobel celebrated their golden wedding, October 7, 1933. They had open house for relatives and friends from 3 to 5 p. m. and from 7 to 10 p. m. The home was decorated with many beautiful flowers and a delicious lunch was served.

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FOR SALE—One Membership in modern hunting club at Waubay, South Dakota; double garage with two cars. For further information call or write C. M. Elliott, 4936 Maypole Ave., Chicago, Ill. Tel. Austin 3022.

FOR SALE OR EXCHANGE—Six-room house on 50x120 lot, paved street, at 337 N. Ashland Ave., Green Bay, Wis. Will exchange for acreage near Tacoma, Wash. Address Jno. Cathersal, 1702 N. Pine St., Tacoma, Wash.

GOLF CLUB—Tommy Armour Driver, 42½-inch steel shaft, \$4.00. A. G. Pol-lath, 621 East Burreigh St., Milwaukee, Wis.

RESIDENCE FOR SALE—At Roselle, Ill., 3 blocks from Milwaukee Station. Good suburban service. Modern 2-car garage; nice lot; 12 miles from Elgin. Five rooms and bath down stairs, 3 rooms and bath upstairs (completely furnished), which can be rented, thus making it an income as well as a residence property. Will be sold on good terms and at a very reasonable price. E. E. Brewer, P. O. Box 274, Roselle, Ill.

FOR SALE — Petrified wood. Small pieces as low as 10c postpaid. Larger pieces in proportion. E. A. Ashley, 326 North Dakota Street, Canton, So. Dakota.

FOR SALE—Modern five-room frame bungalow, on 50x137 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensenville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave.

ROOM FOR RENT—Any fellow employes or their friends coming to Chicago for the World's Fair, I can give them a good room—very reasonable rate. Good neighborhood, 15 min. walk to loop, 15 min. ride to fair grounds by street car or bus. C. E. Sturgis, 11 W. Huron St., Chicago. Tel. Delaware 3738.

FOR SALE—Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Coeur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

could get. Merchandising of money became a "buy and sell" business, not a means of friendly accommodation or helpfulness.

It is easy to see that from the general supply store of accommodation and convenience for the exclusive benefit of the great body of humanity, the trend of commercialism ever since and to this day has been to establish something different. It is said that "honesty" is an "old foggy" idea; that "honor" is found only among thieves; that success is measured only by the amount of money a man may have in a bank.

Lost Ideas

Are all the people fools enough to permit themselves to be thus hoodwinked? Yes, I believe so. Can they be taught how to stand up for their God-given, righteously-intended rights and demand them in the name of justice and truth? Yes, I believe so.

How can these things be brought about? By education: teaching the people to use the brains given them at birth. Helping them to understand the evolutionary processes of nature, so they may realize why they are in the condition in which they now find themselves, and how they got there.

To keep people in ignorance is to curb their freedom. To deny people any of their just rights is to perpetuate slavery. To maintain a system which recognizes of more importance the life of one man than that of another is to thwart progress.

We are all God's children; He made

us; and He provided for us all the privileges He wanted us to enjoy.

The world needs to get back to God-consciousness. Needs to live the Golden Rule as He taught it, not as it has been

distorted by some men. A true democracy needs to be established on earth, where men can work for the good of all mankind. This is the great world need.

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