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Replica of Lincoln Birthplace Cabin—Century of Progress Exposition

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THE Hamilton watch you buy now is made possible by Hamilton's forty years' experience building watches for railroad men. It is built to last—to give accurate, dependable time-service through the years to come.

The first Hamilton watch ever sold is still passing inspection regularly. Thousands have been in constant service from ten to forty years.

Take the advice of men who have carried "The Railroad Timekeeper of America"—and invest in a watch you can always trust. Hamilton is that watch. The new Hamilton 992 Elinvar* is as modern as today—a timepiece newly designed to meet 1933 railroad requirements. Ask to see it. Your jeweler or time inspector will gladly explain the advantages of the rust-proof Elinvar hairspring which makes possible more accurate timekeeping in spite of magnetism or wide temperature variations. He'll tell you, too, about Hamilton's exclusive feature—the two-piece balance staff which greatly reduces the cost of watch repairs. Write direct for your copy of the booklet, "Elinvar In Your Watch." Address Department R, Hamilton Watch Company, Lancaster, Penna.

Illustrated below: Railroad Model No. 8. The popular 21 jewel 992 Elinvar. The Belmont is one of the new very small Hamiltons for women—perhaps the most accurate small watch in the world. It is priced at \$55. Other pocket, strap and wrist Hamiltons from \$45 upward.

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



HAMILTON
WATCH
*The Railroad Timekeeper
of America*

MADE IN AMERICA BY AMERICAN CRAFTSMEN

LAVA SHADOW PICTURES



NEXT NIGHT



LAVA SAVES MONEY . . . GETS DIRTY-DIRT QUICKER!

Lava is a big, husky cake of soap, especially made for cleaning extra dirty hands. And it saves you money because it outlasts ordinary toilet soap 3 to 1.

In less than a minute Lava cleans the greasiest hands you can offer. It gets the dirt in any kind of water too—hot or cold, soft or hard.

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Lava is more efficient than most soaps in killing germs. It is effective

against bacilli diphtheria, meningococcus and many other deadly germs.

Order Lava Soap from your local grocer today. It comes in two inexpensive sizes.



LAVA SOAP

TAKES THE DIRT . . . PROTECTS THE SKIN

The Abraham Lincoln Group

Landmarks in the Life of the Great Emancipator

Reproduced at Century of Progress
Exposition

DOWN on Chicago's lake front where the city is busily getting ready for its one hundredth birthday party, many of the features of the great Century of Progress Exposition which is scheduled to open on June 1st, are already completed and open to receive visitors. Among those which occupy center stage in the attractions is the group of buildings that mark the outstanding events in the life of Abraham Lincoln. A stockade enclosure in the midst of the great wonderful ensemble of the picture contains a group of five buildings which are in the main, exact reproductions of scenes in his life.

From his birth in a tiny log cabin in Kentucky, through the vicissitudes of his early life fighting poverty and restricted opportunity up to the great moment when he received the nomination for the presidency of the United States, the log cabins, stores, tavern and wigwam present the story of the life of the lonely man who rose from a beginning most humble to the peak position of power and influence in this nation.

As we know, Lincoln was born in a tiny one-room log cabin where a trampled dirt floor and scant furniture were all the family had of comfort.

In Hodgenville, Kentucky, stood this microscopic cabin which is reproduced in this unique exhibit, and with it, is the, by comparison, more pretentious, but still humble Lincoln family home after their removal to Indiana. Then we see the little general store at Salem, Illinois, where Lincoln and his partner, William F. Berry, essayed the venture of being merchants, with scant success. Lincoln was deep in an effort to qualify as a lawyer, reading law early and late, so that the selling of merchandise did not meet with any enthusiastic reaction in his soul. The store was not a success and Lincoln soon found himself without occupation of a remunerative nature.

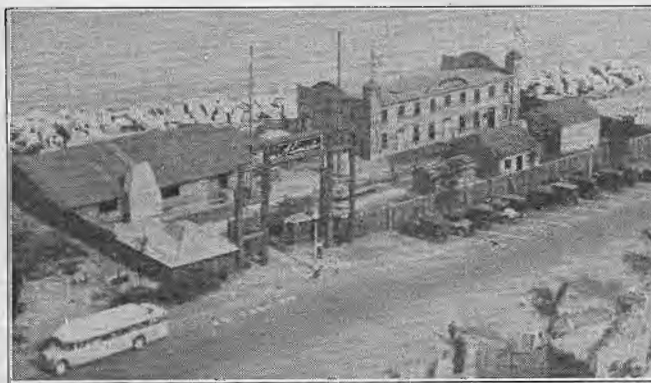
Then there is the replica of the Rutledge tavern in Salem where Abe Lincoln found his beloved Ann Rutledge and the one great romance of his life was enacted, to end in the quiet grave in the cemetery at Petersburg, Illinois.

And finally the wigwam, a reproduction of the convention hall in Chicago where Lincoln received the nomination for the presidency, the honor that brought him glory and the grave.

Every one of these buildings except the wigwam is reproduced in exact size, in materials of construction and in contents. The wigwam is a two-fifths size model of the original, but built of the same materials and faithful as to interior arrange-

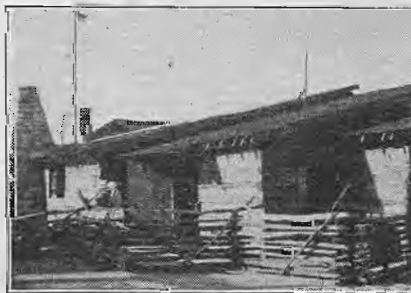
ment and equipment, except that within, is a reproduction of the room in the home at Springfield in which Lincoln received the news of his nomination.

The exhibits within all of the buildings of this Lincoln Group, contain many articles authentic to that period. Household furniture made from hand-cut lumber and fashioned by hand, pioneer wood-working and agricultural implements, gourd dippers, meat grinders, vegetable presses, sausage stuffers, a loom for homespun weaving, a barrel hollowed out of a sycamore tree, equipment for handling wool and flax, old



Aerial View, Lincoln Group

daguerreotypes of Lincoln at various stages of his career, of Stephen A. Douglas, Lincoln's bitter political rival, and some of the military heroes of the civil war. The tools and implements are all of a day of the simple and sparse living of an American frontier.



Exterior Rutledge Tavern

There is a valuable collection of Lincolniana that will attract and hold the interest of we Americans who hold in reverence the memory of one of the greatest of our leaders. It has been loaned by Miss Susanne E. Onstott of Forest City, Illinois, grand-daughter of that Henry Onstott who ran a cooper shop in Salem, and in whose home Lincoln once lived. His contact with Henry Onstott was of in-

estimable help to the struggling young rail-splitter, for Mr. Onstott was a man of learning, and while in this home, Lincoln received much of his enlightenment on social usage and customs. This collection includes a cedar cane that Lincoln whittled for his host and employer,—a hammer that was used during his occupation as a surveyor; articles from the Lincoln-Berry store, some fire tongs from the original Rutledge tavern, a small trunk and articles of furniture belonging to and used by Lincoln.

Finding materials and furnishings typical of those early days and that would authentically reproduce the group of buildings required many months of patient research and investigation. The workmen of the present day were often "up against" problems of construction entirely unfamiliar, and which they had to work out in their minds before they could proceed, because it was necessary to have every detail represent the methods and present the appearance of having been erected or

in use a century ago. From the original log cabin of Hodgenville, now preserved at Springfield, Illinois, builders could of course obtain accurate information on size, shape and construction, but to find a cabin made of logs liewn and notched as was the original was a real problem that covered a search of three states. Finally in Jersey county, in southwestern Illinois, a duplicate more than one hundred years old was found still standing. This was rare luck, because the cabin was in a good state of preservation so that after the purchase was

completed, its removal to the Century of Progress site was not difficult. To reproduce the trodden dirt floor and to provide the material for chinking the logs and plastering the chimney, a carload of red Kentucky clay was brought to Chicago from Hardin County.

Much the same procedure occurred in reproducing the other buildings. The replica of the cabin in Indiana was built of old logs, pieces of puncheon siding and flooring acquired from other century-old buildings in various parts of the country. This cabin in the Indiana clearings was an 18-foot square, one-room house where Abe and his sister Sarah lived with their parents; and from which the children walked nine miles each way to school every day. Think of that, you children of today who proceed to your school in the family auto-



The General Store at New Salem, Ill.

mobile over fine hard roads with every protection from the storm and cold.

Rutledge Tavern is a most interesting spot. It was made in much the same manner as the other buildings, and like its famous prototype, it dispenses hospitality to the inner man, even in these days before the formal opening of the Century of Progress Exposition. Drive down the lake shore to the Tavern and lunch any day in the attractive dining room.

The replica of the little store at Salem was built of finished lumber, but preserving a weather-beaten aspect.

The wigwam, because of space restriction had to be built to scale, but its faithful reproduction in other details was provided from photographs of the exterior still in existence and old drawings of the interior that appeared in the magazines of that day. Patterns long out of date for the frames of doors and windows had to be specially reproduced. An endless amount of detail was entailed, but nothing was overlooked to make the exhibit authentic and worthy.

Not only Illinois, but nearly every surrounding state in the Union contributed furnishings or building materials for this



Interior Rutledge Tavern

group so that the exhibit stands as a national monument for this middle west to Abraham Lincoln.

Every day the Exposition marches on toward its magnificent completion, the like of which never has been before. People from all over the world will be in Chicago next summer to see what has been done for civilization during the last hundred years, and to enjoy Chicago's hospitality. Business-getters of The Milwaukee Road have a splendid talking point for travel the coming season, to Chicago and more than ever must we be on the alert to discover prospective passenger traffic and turn in the information to the Passenger Department representatives.

Do the American People Still Believe in Fair Play?

E. J. Moran, Conductor, Milwaukee Division

ONE of the great outstanding qualities of the American people is its sense of Fair Play.

Nothing will cause a crowd to "BOO" more quickly and more loudly than to see one side in a game pull a shady trick or take unfair advantage of an opponent.

It is that very quality which makes us expect more interest on the part of the public in this Railroad-Truck matter; for here is certainly as strong an example of unfair play as could be found.

The great slogan that stirred the people of the Colonies to revolution and to the formation of this nation, was "No taxation without representation." Can you think of any single statement that fits this present highway situation more closely?

The fact that the railroads are required to bear a portion of the cost of financing their own competition seems incredible.

If the public got the REAL FACTS in the case, I believe that the sense of American Fair Play would give the railroads a break.

Are the trucks called on—forced by law—to contribute to the expense of building and maintaining a right of way for the railroads? It is to laugh. Yet the railroads are forced to help build and maintain the right of way for the trucks.

How much do trucks contribute toward the installation of railroad safety devices? That's another funny question. But how many millions do the railroads spend in, say, grade crossings and other protection for the trucks?

When heavier trains are demanded by the traffic, how much do the trucks help in financing the improved roadbed? How

silly! Yet when heavier trucks start pounding the highways and super-highways are built to answer that demand—did you ever hear of the railroads getting any rebate on the taxes they have to pay to help build those better roads for the trucks?

The railroads are regulated by the law down to the last item of operation, yet the trucks have comparatively little regulation to govern their activities.

The law of the land governs the rates, methods and even the amount of profits of the railroads, yet the trucks can engage in the same kind of business practically free from any of these limiting regulations.

Now, there is a field for trucking. There are localities not served by rail where truck service is needed. Here, obviously, the truck has its place. Here there is no competition; here, indeed, railroad and truck together form a part of a greater transportation system.

The UNFAIR conditions enter when the truck parallels the railroad with rates and under conditions which the railroad is prevented by law from meeting.

And most especially the unfairness of the whole matter is made manifest in compelling the railroads to join in financing the right of way of the trucks, although the trucks do not pay their full share of the roadway expense.

As long as trucks compete directly with railroads then fair play alone should equalize the restrictions and opportunities.

There is an awakening. Millions of individuals of this country are, directly or indirectly, stockholders in the railroads and are becoming interested in their investments.

Several of the greatest life insurance companies in the country have from 11.08% to 19.09% of their assets invested in railroad bonds and every stockholder and every policyholder in these companies is learning that he or she has a pretty vital interest in this truck competition.

The situation today is like a prize fight in which one of the fighters is free to move and the other is bound with chains, with a weight on his feet and a patch over one eye, and the referee constantly warns the latter, "You mustn't."

How long would an American crowd stand for that sort of a show? You said it! But then they would see that fight while they have not yet realized the handicaps of the railroads.

This truck matter is but one of the many things that are going to be readjusted.

Seems to me that our BIG AIM should be to get the facts before the public and to so perfect our own work that we will make the railroads the model agency for efficiency and good service.

Elmer G. Taylor

ELMER G. TAYLOR, traveling freight and passenger agent, Chicago, Milwaukee, St. Paul and Pacific Railroad, died Monday, March 6, after a brief attack of pneumonia, at the Greeley, Colo., hospital.

Mr. Taylor, who had been on a business trip, suffered a sudden attack of pneumonia at the Camfield Hotel, Greeley.

Mr. Taylor was born in Gilman, Ill., Feb. 6, 1888, and began his service with the Milwaukee Road in Minneapolis in 1918, subsequently moving to Denver as traveling freight and passenger agent, where he has resided up to the present time.

He has a host of friends throughout Colorado, New Mexico and Wyoming who will mourn his death.

Funeral services were held Thursday, March 9, at 1:00 p. m.; interment by the Liberty Lodge 150, A. F. & A. M.

L. W. Smock

ON February 25th, Mr. L. W. Smock, veteran agent of this company, died suddenly from heart disease while on LaCrosse-River Division train No. 56 returning from a meeting at Red Wing.

When Mr. Smock left Winona in the afternoon he was apparently in good health.

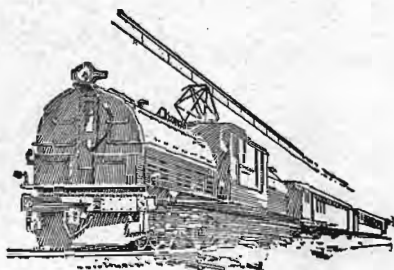
He would have been 67 years of age on February 28th and had served this company 47 years, all of the time on the LaCrosse River-Division.

Mr. Smock was active in Masonic circles and had received the thirty-third degree of the Scottish Rite.

Funeral services were held in the Masonic Temple and burial in the cemetery at Winona beside his wife who passed on in 1929.

The services were largely attended by members of the Masonic fraternity and his railroad associates who held him in the highest regard. He is survived by one son and one daughter; two brothers and one sister, to whom the sympathy of his many friends of The Milwaukee Road is extended.

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



Courage

The courage to cope with adverse conditions and an abiding faith has been strikingly manifest by the people of this country in these distressing times.

It is a testimonial to their fortitude and lends to the future a more favorable aspect that will be reflected in stabilizing business conditions.

The turning point will be a lasting tribute to the courage of the people of our great nation and the railroads have contributed much by keeping the wheels moving under the most trying circumstances.

A handwritten signature in cursive script that reads "J. D. Guich". The signature is written in black ink and has a long, sweeping underline.

Vice-President

(Contributed by Mr. B. H. Perlick, Clerk,
Tie & Timber Department)



Old Fort Atkinson, Iowa

Military Post of Pioneer Days in Iowa

By TED

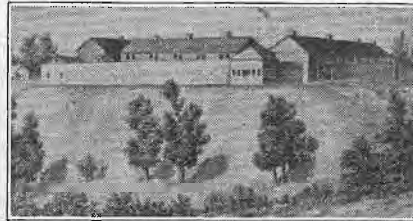
ON a high bluff overlooking the beautiful valley of the Turkey River in Winneshiek County, Iowa, some half ruined stone buildings, crowning the hill, and a grass-grown parade ground are what is left of old Fort Atkinson, to bring to memory an historical episode of pioneer days in the Mississippi River valley; and to mark the westward trek of the Winnebago tribe after Uncle Sam decreed their removal from their old-time home in Wisconsin. The erection of this military post was one of the measures taken by the Federal Government to protect its Indian wards from predatory incursions of other tribes and to keep the peace between the Winnebago and the white settlers. It will be remembered that in 1837 a treaty was drawn up between the United States government and the chiefs of the Winnebago whereby this tribe was to withdraw from its Wisconsin reservation to a tract known as Neutral Ground in Iowa, some sixty miles west of the Mississippi, but ever the wily redskins, loath to leave their ancient domain, found this and that reason to excuse their delay and the departure dragged along until the spring of 1840, when they were finally started on the westward trail.

The history of Fort Atkinson began then, when the Winnebago finally entered the new reservation, and for eight years, from 1840 to 1848 this post protected the tribe from the attacks of their hostile neighbors on the south, the warlike Fox and Sac who were the hereditary and implacable enemies of the Winnebago; and from periodical raids from the savage Sioux who bore down from the north to steal and kill and carry off whatever they could lay their hands on. It was largely the fear of these hostile neighbors, so the Winnebago claimed, which held them back so long from moving out of Wisconsin. But the Winnebago in all their history never greatly manifested the traits of fear or cowardice, and so it seems very probable that being well content among their Wisconsin hills and dales, with plenty of food and "fire water" at hand, they plead fear of the Fox and Sac and Sioux to avoid the necessity of living up to their bargain with Uncle Sam.

It was moreover thought wise precaution by the Department in Washington, to have a deterrent force in the personnel of the army present to curb the Indians in their favorite practices of stealing from the white settlers, and even doing them more serious harm; while at the same time prevent the red men from stealing beyond the precincts of Neutral Ground and taking the back track to Wisconsin. And so Fort At-

kinson was built to meet those emergencies.

When in 1832, the Winnebago sur-



Fort Atkinson in 1842

rendered their rights to their land south and east of the Wisconsin River and had agreed to move over into Iowa, only a few at that time started westward, but early in 1840 the United States Senate, impatient with their many delays and excuses, sent messengers to investigate and Brigadier General Henry Atkinson to move the entire tribe. A detachment of eighty-two officers and enlisted men marched from Fort Crawford, under General Atkinson, to the region at the head of the Red Cedar and Turkey Rivers in Iowa, to hold the Indians who were arriving and complaining loudly about everything, particularly of the proximity of their ancient enemies.

When the soldiers first arrived at the Turkey River headquarters they had marched over the old military trail to a point on the hills a few miles north of the site already chosen for the agency house and mission school, and went into camp May 31st, 1840, naming the place "Camp Atkinson". Two days later, mechanics who had come from Prairie du Chien under the escort of the soldiers, began the erection of the barracks and quarters. Government teamsters drove their straining animals back and forth over the military trail all summer, hauling that part of the materials to be brought in, and supplies for the garrison. Fine walnut timber was found in the neighborhood and a saw mill was set up to turn out lumber for the interior of the buildings, and blocks of limestone were quarried in the hills of the immediate vicinity, thus the barracks and others buildings of the Fort were, like so many of the pioneer homes of that new country, constructed of solid stone masonry and trimmed on the interior with solid walnut.

Quarters for the accommodation of the infantry and officers were completed during the summer, and at the same time, a military storehouse was erected on the west bank of the Mississippi River, at McGregor, opposite Fort Crawford, in Wisconsin, for the storage of supplies intended for the post on Turkey River.

When the place began to assume the appearance of a real fortification, the name of Fort Atkinson was given the post.

About that time rumors of a warlike attitude began to reach the ears of Governor Henry Dodge of Wisconsin, and fearing the return of the whole tribe to his territory, that energetic official urged the sending of a mounted force to Fort Atkinson, so General Atkinson ordered an augmented force to march from Fort Crawford to the region of Fort Atkinson, but felt that it would be unwise to send in any cavalry until there was sufficient accommodation for the troopers and their mounts; although he full well realized that the only adequate means of keeping the red men within bounds was by the assistance of the cavalry.

The erection of additional barracks and stables was begun immediately, and on June 5th, 1841, company B of the First United States Dragoons, under Captain Edward V. Sumner, arrived at the Fort, making the forces there about one hundred and sixty strong. For six years Fort Atkinson continued to be a two company post.

At the completion of the work, in 1842, within the stockade were four long rectangular barracks, two of stone and two of flat hewn logs, enclosing a square parade and drill ground of more than one acre. These buildings were two stories high and twenty feet from ground to eaves, each having an upper porch along its entire length; with the one on the officers quarters screened in with movable wooden shutters. Sitting high on the hills above the beautiful valley, with the winding river below, and the far flung green clad hills on all sides, it may well be imagined that officers and enlisted men alike found their military home a pleasant place in which to live. Commissioned officers and their families occupied one of the stone barracks, while the non-coms with their families lived in one of the log buildings. The private soldiers used parts of the other two. A part of one of the stone barracks is still standing and presents an excellent idea of what the original and complete picture must have been. The lower part of one of the barracks assigned to the soldiers was used as a hospital, while in the other the upstairs section was fitted with bunks and the lower floor divided into living rooms and one large room equipped with benches, a platform and a pulpit, to be used as a church and a school.

On the parade ground stood the flag staff, two gun houses with thick stone walls, which occupied opposite corners of the enclosure, thus guarding the approaches on the four sides. In one corner, was the stone magazine and in the opposite the quarter-master's storehouse and the sutler's store, with the guardhouse nearby. A picket fence of squared logs twelve feet high, with loop-holes at intervals formed the stockade, and with the two block-houses, made a rectangular fort of formidable appearance.

The stables were some forty feet wide and 300 feet long, and beginning near the powder house and extending the entire length of the stockade, was the sentinel's beat, with a platform about three feet below the sharpened tips of the logs. A small shelter to protect the guard in bad weather, was also provided.

To complete the building and build a road from the Mississippi River, along the route of the old trail, required an expenditure of about \$90,000.00; and quite as obtains in these later years, many were the criticisms and complaints about the useless expenditure of so



The Old Fort

much money on protection. They argued that the pressure of the white population, even then coming in large numbers would soon drive the Indians farther on, and the fort would then be useless. This contention was borne out within the decade, for in less than ten years the Winnebago were again on their westward way, moving across the upper Mississippi and on into Minnesota country, where as a distinct tribe they gradually passed out of the picture.

Life at Fort Atkinson in those early days was not different from that of any other frontier post. Regimental drill, flag-raising, and all that like, took place in strict conformity; there was roll-call, policing, caring for the horses, etc.; and sick call furnished patients for the hospital and gave the post surgeon an opportunity to prove his skill.

After breakfast, squads of dragoons in their brilliant uniforms, went out to patrol the reservation and block the escape of the wily Winnebago, who missed no chance to attempt to steal off on his way back to his old hunting grounds. Back in Wisconsin the Winnebago had been known as good farmers, but their reputations as such fell off materially after they went to Iowa, and many a time the soldiers had to turn in and help the agent with the farm work, which the Indians neglected every chance they had.

Patrol duty often took the mounted company off on long tours. Twice in 1842 Governor Chambers of Iowa, had to ask for troops to drive out squatters and other intruders from the domain of the Sac and Fox, and these excursions would keep the troopers in the saddle for many weeks. After hours spent riding in the pelting rain, fording streams and cheerless nights in sodden blankets, the luckless squatters got short shrift at the hands of the dragoons, who left in their wake a trail of blazing cabins, destroyed fences and ruined crops.

In August, 1842, Captain James Allen, with forty-four troopers from Fort

Leavenworth, arrived at the post after a long and weary journey overland, and the guests were received and treated with abounding hospitality. Visitors were not so numerous in those days and this arrival was an event at the garrison. Captain Allen and his men were on their way to the Sac and Fox Agency on the Des Moines River, where they established a temporary post, called Fort Sanford. In 1844, another ripple on the daily routine was caused by the arrival of a chaplain and schoolmaster in the person of Rev. J. L. Elliott.

Smuggling of liquor into the Reservation was a favorite outdoor sport which kept Captain Sumner and his men on the alert to prevent, and while in this he seems to have been fairly successful, he was unable to quite restrain the Indians from visiting the dram shops set up just outside the boundary. Two of these shops were known as "Sodom and



The Powder Magazine

Gomorrah" and they did a thriving business. It is told that many of the Indians joined the agent's temperance society, but no sooner did they receive their annuities than, according to their time-honored custom of forgetting pledges, they would steal out and get as uproariously drunk as conditions would permit. Their drunken frolics often resulted in bloodshed, and the soldiers were kept busy until the money was all spent and the recalcitrants were all back on the Reservation. These gaities were not confined, either, to the Indians, for after pay-days, the officers had difficulty in keeping their men, too, from the lurements of "Whiskey Grove" and "Sodom and Gomorrah."

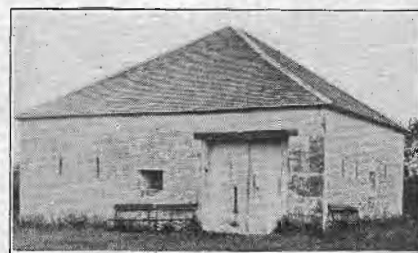
An outstanding event for the troopers occurred in the summer of 1845 in a trip to the northern part of Iowa Territory into what is now Minnesota. Leaving the post and heading northward, they were joined by Captain Allen's company from Fort Des Moines, with their objective Traverse des Sioux, where the officers were to get into conference with some Indian chiefs up there. After the pow wow, the two companies separated and set out on their return marches. Captain Sumner's detail, by steady riding, accomplished the journey in eight days, but it was a weary and bedraggled company that rode back into camp.

When war with Mexico loomed above the political horizon, the regiments of the regular army were mobilized and together with other military posts, Fort Atkinson was occupied by volunteer organizations. A company was raised by the Iowa governor and mustered into service in 1846, but they did not remain

in service very long, altho' in the short while they served, they were very efficient in rounding up the wandering Winnebago and capturing many a barrel of whiskey on its way to the outlying resorts.

In 1847 when the removal of the Winnebago farther north was decided upon, a mounted company of volunteers was organized which came to be known, and enjoyed fame, as Morgan's Company of Iowa Mounted Volunteers, and this company became the escort of the Indians on their removal.

"In June, 1848, the cavalcade moved out, headed straight north toward the Mississippi River at Wabasha's Prairie. Between two and three thousand Indians with sixteen hundred ponies, one hundred and sixty army wagons loaded down with supplies and belongings of the red men, squalling papooses hung in sacks over the backs of ponies, the lumbering cannon and caissons, the Indian Agent and his helpers, the cavalrymen heavily armed, made up a slow moving and picturesque caravan. When Wabasha's Prairie was reached a conspiracy on the part of the Winnebago to resist further progress was frustrated by an overwhelming display of force, for here Morgan, who had news of the plot, was reinforced by the arrival of



Block House

Captain Seth Eastman with a company of regulars from Fort Snelling, and of Captain Knowlton with his company from Fort Crawford."

Thus, again in their annals, the Winnebago warriors were cowed by a display of Uncle Sam's authority, and they went on to their northern home.

From September, 1848, to February, 1849, Fort Atkinson was garrisoned by a company of the regular army, but the need of the post having ended with the removal of the Winnebago, the War Department ordered its abandonment; and lowering the flag, the company on the latter date, marched out the heavy gate, leaving it in charge of a lone caretaker.

The property was never again occupied as a fort. On several occasions memorials were presented to the Congress asking that the buildings and land be donated to the state for a site for an agricultural school; and again that they be donated to the state for a normal manual labor and military institute to be maintained at the expense of the state. No replies to these petitions were ever received, and in July, 1853, the government sold the buildings at public auction.

Milwaukee Employees Pension Association

Annual Report for the Year 1932

TO the Board of Directors, and Members of the Milwaukee Employees' Pension Association:

In making the Annual Report of the affairs of the Milwaukee Employees' Pension Association, there is submitted herewith full and detailed reports of the Secretary-Treasurer with his letter transmitting such reports, which completely and fully cover the operations and activities of your Association during the year 1932.

The books of the Association, as stated in letter of the Secretary-Treasurer, were audited by a firm of Certified Public Accountants, who verified the accounts and certified the Balance Sheet. It is gratifying to us all, that the Balance Sheet shows increased investments and interest earnings during the year. Detailed analysis of the Balance Sheet will be found in report of the Secretary-Treasurer, herewith submitted.

As required in the By-Laws, the Executive Committee canvassed the votes cast in the 1933 election, and the result shows that Mr. G. A. VanDyke and Mr. Wm. R. Barber were reelected to succeed themselves as members of the Board of Directors.

The business depression and resultant unemployment situation of the past three years has adversely affected the membership and Pension Fund contributions to such an extent that it was necessary, in order to safeguard and properly protect the interest of each individual member in the Pension Fund, to reduce monthly payments to pensioned members, and by action of the

Board of Directors, monthly pension payments, effective with the month of October 1932, were reduced to \$12.50 a month. It is hoped that business conditions will soon become more normal and that these pension payments can be increased.

During the past year it was necessary, in order to protect the interests of the Association, to institute a number of foreclosure proceedings. Some of these foreclosures have been adjusted without loss to the Association, and others are still pending. Up to this time, no losses have been charged against investments, and the membership may be assured that in the future, as in the past, every legal means at our command, will be taken to properly safeguard the investments of the Association.

The past year shows a loss in membership, partly due to the employment situation having made it impossible to secure new members to replace deceased member, pensioned members and members who have left the service. A further loss was sustained by withdrawals of members from the Association, some of whom were unable to keep up their contributions and dues on account of decreased earnings.

Your Association is entirely dependent upon the support of its members, and all members are earnestly urged to continue supporting the Association even though it may impose a little hardship under present conditions to do so.

The Association is in a sound financial condition, as shown by the Balance

Sheet herewith submitted, and it is the intention of your Board of Directors to maintain the Association on such a basis in the future. However, this cannot be accomplished by your Board of Directors alone, but must have the loyal and continued support of our members, and I want to take this occasion to ask the support of each and every member of the Association to help us maintain the membership. Keep up your own membership and try to convince other members that it is to their interest to do the same. Also, try to induce your fellow employees, who are not members, to join, so your Association may continue to grow. You have done wonderful work in the past in building up your Association. Let us continue the good work, keep up our faith and courage in the firm belief that the present difficulties affecting us all will be overcome.

Unfounded rumors regarding your Pension Association have been circulated within recent months, some to the effect that the Association is going to disband, others that the pension payments are to be still further reduced, and still others that members who have reached the pension age are being requested to withdraw their contributions. Where and how these rumors originate we do not know, but they certainly did not emanate from friends of your Association, and want to take this occasion to assure the members of the Association that such rumors are not based on fact, and further want to assure you that your Board of Directors will publish authoritative information to the membership whenever occasion requires.

In concluding, I wish to thank the officials and employes of the Railroad Company for their continued help and cooperation extended to the Association.

Respectfully submitted,

L. C. BOYLE,
President.

SECRETARY-TREASURER'S REPORT

Herewith Balance Sheet showing the financial condition of the Milwaukee Employees Pension Association as at December 31, 1932, certified to by Messrs. Frazer and Torbet, Certified Public Accountants, who audited our accounts for the year ending December, 1932. For ready reference, the Balance Sheet, as at December 31, 1932, and December 31, 1931, may be summarized in comparative form as follows:

| | December 31, 1932 | December 31, 1931 | Increase Decrease* |
|--|-----------------------|-----------------------|-----------------------|
| ASSETS | | | |
| Current Assets | | | |
| Cash | \$ 8,174.07 | \$ 3,211.86 | \$ 4,962.21 |
| Accounts Receivable | 7,282.38 | 438.70 | 6,843.68 |
| Accrued Interest Receivable | 77,175.80 | 43,268.12 | 33,907.68 |
| Total Current Assets | \$ 92,632.25 | \$ 46,918.68 | \$ 45,713.57 |
| Investments—Net Cost | 2,271,068.26 | 2,235,434.36 | 35,633.90 |
| Fixed Assets | 1,634.79 | 1,550.61 | 84.18 |
| | <u>\$2,365,335.30</u> | <u>\$2,283,903.65</u> | <u>\$ 81,431.65</u> |
| LIABILITIES | | | |
| Current Liabilities | | | |
| Refund Certificates Payable | \$ 35,329.00 | \$ 15,529.00 | \$ 19,800.00 |
| Advance Payments by Members | 297.60 | 398.60 | 101.00* |
| Sundry Liabilities | 19.32 | 25.92 | 6.60* |
| Total Current Liabilities | \$ 35,645.92 | \$ 15,953.52 | \$ 19,692.40 |
| Net Worth | | | |
| Pension Fund | 1,605,390.22 | 1,687,337.07 | 81,946.85* |
| General Fund | 56,210.07 | 46,522.83 | 9,687.24 |
| Income | 668,089.09 | 534,090.23 | 133,998.86 |
| | <u>\$2,365,335.30</u> | <u>\$2,283,903.65</u> | <u>\$ 81,431.65</u> |

The Cash Account represents amount on deposit in bank subject to checks. This account shows an increase of \$4,962.21. It was necessary to carry a larger balance in this account to take care of any possible emergencies during the unsettled business conditions of the past year.

The Accounts Receivable account also shows

an increase of \$6,843.68. This account represents sums advanced in protecting the investments of the Association where it became necessary to institute foreclosure proceedings or otherwise properly protect the investment, and full reimbursement for these advances is expected when final adjustment is made.

Accrued Interest Receivable account shows an increase of \$33,907.68. This amount represents interest accrued monthly but not due, and also includes uncollected interest past due, principally interest due on mortgages in foreclosure and which will be adjusted in final settlement.

The Investment Account shows an increase of \$35,792.82, increasing the investments of the Association to this extent.

Total Current Liabilities show an increase of \$19,692.40. This increase is due principally to the issuance of refund certificates to members withdrawing from the Pension Association. These certificates do not become payable, under the By-Laws of the Association, until the member to whom the certificate is issued, attains the age of sixty-five, or until such member's employment with the Milwaukee Railroad is definitely terminated, or in the event of the death of such member when the amount of the certificate becomes payable to the designated beneficiary.

The total amount of old age pensions paid during the year is \$229,386.30, and the Pension Fund for the year shows a decrease of \$81,946.85.

By action of the Board of Directors, the monthly pension payment to pensioned members, effective with the month of October, 1932, was reduced to \$12.50 per month. This action of the Board was taken in order to safeguard and conserve the Pension Fund in such a way that the individual interest of each member may be

fully protected, and the members of the Association were fully advised of this action by the Board in circular letter dated September 17, 1932.

The General Fund shows an increase of \$9,687.24, and the Income Account shows an increase of \$133,998.86, indicating that the Association has made progress during the abnormal year of 1932.

The Membership Statement, hereto attached, shows a total enrollment of 29,804 members, of which number 23 members were enrolled during the year 1932. The total losses in membership during the year by members being pensioned and through deaths, resignations, leaving the service, etc., less reinstatements, were 1,840, leaving a membership of 18,401 at the end of the year. The total number of members pensioned to the end of the year 1932 is 1,134 and the total number of pensioned members, deceased, is 223,

leaving 911 members on the old age pension roll at the end of the year 1932.

On account of the business depression, it was not deemed advisable to undertake the work of securing new members by direct solicitation, as the results obtainable by such efforts would not warrant the expense. With return of more normal business conditions, we expect to again undertake this work with the hope of materially increasing our membership.

The Executive Committee canvassed the votes cast in the March, 1933, election for two members of the Board of Directors and their report, filed in this office, shows that Mr. G. A. VanDyke and Mr. Wm. R. Barber, were reelected to succeed themselves as members of the Board of Directors.

Respectfully submitted,
M. J. Larson,
Secretary-Treasurer.

A Railroad "Yarn" of the Good Old Days

RECENTLY, the Crystal Falls (Mich.) Diamond Drill, under the heading of "Yarns" published the following relative to an episode of the late Horace M. Bell, of Ontonagon, conductor on the Superior Division for many years and in earlier days, in charge of construction trains when the Ontonagon & Brule River Railroad was building.

Thomas Conlin, the writer of "Yarns" tells this story:

"Some time ago I noticed an item in the upper peninsula press telling of the death of Horace M. Bell of Ontonagon who built the first section of the Ontonagon & Brule River railroad. That item brought to my mind the story of that stormy piece of railroad construction and the many years of contention that came in its wake, including the shooting of horses belonging to contractors who attempted to log the timber on a portion of the group of lands near Atkinson. The Ontonagon & Brule River was one of the rail projects resulting from the land grants of 1856. This grant was later switched and a contention arose in the land office which finally went onto the floor of Congress. A group of Milwaukee capitalists organized the Ontonagon & Brule River railroad company, applied for and was given the lands of the grant made to the original C. & N. Western company. At about the same time the Lake Superior Ship Canal Co. got into the picture and located lands within this grant. The terms of the grant were that after a section of 20 miles were built the company could go to the land office and get their patent for the alternate sections of land provided under the grant. When the O. & B. found that the Canal Company was selecting timber within the grant they hurried the construction of the first twenty miles from Ontonagon south and then applied for its acceptance by the state. The governor made a trip to Ontonagon, inspected the grade and accepted the 20-mile section. Then the fight began in Washington. It was claimed that the road was built in the winter time and the ties were laid on the snow so that when the spring sun came it melted the grade away and left the rails hanging to the stumps, etc., etc. It was a great fight and finally ended in the O. & B. being given the lands they claimed along the 20-mile section out of Ontonagon and the lands in the southern part of the group cancelled. Later the road was extended to Sidnaw and became a part of the Milwaukee system."

BALANCE SHEET AS AT DECEMBER 31, 1932

| ASSETS | | | |
|---|--------------|----------------|-----------------------|
| Current Assets | | | |
| Cash in Bank..... | \$ | 8,174.07 | |
| Accounts Receivable..... | | 7,282.38 | |
| Accrued Interest Receivable..... | | 77,175.80 | \$ 92,632.25 |
| Investments | | | |
| Real Estate Mortgages at Cost..... | \$ | 1,495,630.94 | |
| Real Estate Bonds at Cost..... | | 211,021.25 | |
| Railroad Bonds at Cost..... | | 171,258.75 | |
| State, County and Municipal Bonds at Cost..... | | 109,372.13 | |
| Other Bonds at Cost..... | | 121,125.00 | |
| Trustees' Certificates of Priority of Interest at Cost..... | | 164,500.00 | |
| | | \$2,272,908.07 | |
| Less: Reserve for Amortization of Premiums and Discounts—Net..... | | 1,839.81 | 2,271,068.26 |
| Office Furniture and Fixtures | | | |
| Balance—December 1, 1931..... | \$ | 1,550.61 | |
| Purchases During 1932..... | | 84.18 | |
| Balance—December 31, 1932, Cost..... | | | 1,634.79 |
| | | | <u>\$2,365,335.30</u> |
| LIABILITIES AND NET WORTH | | | |
| Current Liabilities | | | |
| Refund Certificates Payable..... | \$ | 35,329.00 | |
| Advance Payments by Members..... | | 297.60 | |
| Sundry Liabilities..... | | 19.32 | |
| | | | \$ 35,645.92 |
| Net Worth—Pension Fund | | | |
| Balance—December 31, 1931..... | \$ | 1,687,337.07 | |
| Member Contributions Received..... | | 289,944.20 | |
| | | \$1,977,281.27 | |
| Less: | | | |
| Old Age Pensions Paid..... | \$229,386.30 | | |
| Refunds to Retiring Members..... | 63,238.65 | | |
| Refunds to Member Beneficiaries..... | 40,273.10 | | |
| Dire Need and Disability Payment..... | 17,237.50 | | |
| Refund Certificates Issued..... | 21,755.50 | 371,891.05 | \$1,605,390.22 |
| General Fund: | | | |
| Balance—December 31, 1931..... | \$ | 46,522.83 | |
| Dues Received from Members..... | | 27,318.05 | |
| | | \$ 73,840.88 | |
| Operating Expenses Paid..... | | 17,630.81 | \$ 56,210.07 |
| Income: | | | |
| Balance—December 31, 1931..... | \$ | 534,090.23 | |
| Income from Investments..... | | 133,857.21 | |
| Sundry Income..... | | 141.65 | \$ 668,089.09 |
| Total Net Worth..... | | | <u>\$2,329,689.38</u> |
| | | | <u>\$2,365,335.30</u> |

CERTIFICATE

To The Board of Directors:

We have audited the asset, liability and net worth accounts of the Milwaukee Employees' Pension Association as they appear on the records of account as at December 31, 1932. WE CERTIFY that the above statement is a correct copy of the balance sheet as appearing in our complete audit report as at December 31, 1932. A copy of our complete audit report is on file with the Secretary and Treasurer of the Association. Our audit did not include an appraisal of the assets nor the computation of the liability under the pension agreements in force.

(Signed) Frazer and Torbet,

Certified Public Accountants,

Chicago, Illinois,
February 18, 1933.

Members, American Institute of Accountants.

MEMBERSHIP STATEMENT as at December 31st, 1932

| | Totals 1931 Report | Year 1932 | Total | Total 29,804 |
|------------------------------|-----------------------|--------------|-------|-----------------|
| Total Members Enrolled..... | 29,781 | 23 | | |
| LOSSES IN MEMBERSHIP: | | | | |
| Deceased..... | 1,535 | 229 | 1,764 | |
| Resigned..... | 1,049 | 649 | 1,698 | |

(Continued on page 9)

Wedding by Television

AN unique wedding ceremony in Kansas City, Mo., performed in the studios of W9XAL, united former Idaho Division brakeman O. W. Little, now radio operator at Leavenworth, Kan., and Miss Effie Taft of Waldron, Ark. The ceremony is said to be the first television wedding of the world.



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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CARPENTER KENDALL, *Editor*

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

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Not Looking in the Right Direction

COLUMNIST Strickland Gillilan in the Sioux City Journal of March 5th, said:

"I found a man the other day on a railroad train who did me more good than all the commercial reporters and statistic manipulators I have run afoul of in ages. I had been out spellbinding in Sioux City and other points west, and was coming home to Washington in the only way I ever want to travel—by train.

This man said as I stood beside him waiting for him to open the door and lift the platform for the landing steps: "We're not looking in the right direction for help. We had so much in the good days we forgot who gave it to us. He put off as long as He could the spanking that we so richly deserved and when it came it was severe. When we show we have learned our lesson, the punishment will stop. Figures never got anybody out of this kind of a mess, it's faith that will do it. And without faith, we'll never come out of it, no matter how favorable the figures seem'. Sometime when your tobacco pouch holds nothing but dust, put that man's theory in your pipe and light up."

And altogether with the faith, let's put in some right, some unselfish thinking and then put our shoulders to the wheel. If figures do not get anyone out of a mess like this, no more does negative thought and whining. We have reason to hope that things have started upward, and the plain duty of everyone, now, is to keep them going in that direction. We should stand by to help in every constructive move. A noted Chicago preacher, a few Sundays ago preached on the subject "Why Doesn't God DO Something?" and his deduction was that God works through His people, and when the people begin to put constructive, unselfish thinking into action, God is beginning right then and there to DO something.

80 Years Old and Still on the Job

IN FEBRUARY Robert E. Fitzgerald, operator at Perry, celebrated his 80th birthday, is still "on the job" and going strong.

Mr. Fitzgerald, affectionately known among his associates as "Daddy Fitz", was born at Ingersoll, Ontario, February 11th, 1853, and entered the service of The Milwaukee Road in 1878, as train dispatcher in the Milwaukee offices.

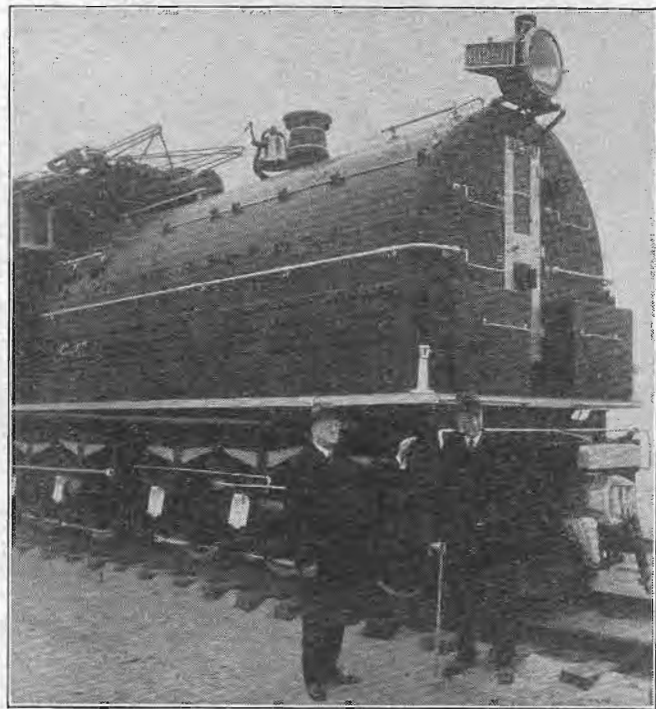
When the line was built to Council Bluffs, Mr. Fitzgerald went to Marion,

Iowa, and worked as dispatcher in the first dispatcher's office established on the Iowa Division; and when the office was established in Perry in 1881, he went to that place, remaining there ever since. He held the position of train dispatcher for about twenty years, giving it up for an operator's job on account of his health.

As many of the officials who have since attained high rank on The Milwaukee, at one time or another, worked on the Iowa Division, Mr. Fitzgerald has enjoyed their friendship and association. Some of his old comrades

have gone on, among them J. H. Foster and M. J. Flanigan, while Vice-President Gillick and Mr. G. R. Morrison are among those who are left of the old Perry Dispatcher's forces.

It is said that frequently, when officials of the road, or those who have "graduated" to other lines have occasion to listen in on the wire or to send a message to the office when Mr. Fitzgerald is working they always recognize his accurate telegraphy. The host of friends of "Daddy Fitz" joined in congratulating their old friend on his 80th birthday.



The Milwaukee's Motor at Century of Progress—At left: H. E. Pierpont; right: Rufus Dawes

The Mightiest Electric Locomotive

VISITORS to A Century of Progress, which opens in Chicago on June 1st, will be afforded an opportunity to inspect the "World's Mightiest Electric Locomotive," in the Milwaukee Road's exhibit at the Exposition.

That is the appellation that was accorded the Milwaukee Road's bi-polar gearless type passenger electric engine, that daily hauls the Olympian across the Cascade Mountains, on March 13th, when it was shunted into the Travel and Transport Building. It is to be installed in the road's exhibit and steps and platforms will be erected to enable visitors to pass through the interior. A staff of representatives will

be in attendance to explain the many interesting details of construction and operation.

Enroute from Tacoma the giant engine was furbished at Milwaukee (Wis.) Shops. On arrival at the World's Fair Grounds, under the watchful guidance of Walter C. Marshall, Assistant to Superintendent Motive Power, it was resplendent in lustrous black and shimmering silver.

The arrival was occasion for a brief ceremony adjacent to the Travel and Transport Building which was attended by Milwaukee Road and World's Fair officials. Mr. Rufus C. Dawes, President of A Century of Progress Exposition, presided and officially received the electric engine from Mr. H. E. Pierpont, Vice President of the railroad.

Milwaukee Employees Pension Association Membership Statement

(Continued from page 7)

| | | | | |
|--|--------------|--------------|---------------|---------------|
| Left Service | 5,653 | 633 | 6,286 | |
| Forfeited | 343 | 138 | 481 | |
| Duplicate Enrollments | 127 | 1 | 128 | |
| Members Pensioned | 940 | 194 | 1,134 | |
| | <u>9,647</u> | <u>1,844</u> | <u>11,491</u> | |
| Less Reinstatements | 84 | 4 | 88 | |
| | <u>9,563</u> | <u>1,840</u> | <u>11,403</u> | <u>11,403</u> |
| Net Membership End 1931..... | 20,218 | | | |
| Net Decrease in Membership 1932..... | | 1,817 | | |
| Net Membership End 1932..... | | | | <u>18,401</u> |
| Members Pensioned End 1932..... | | | | 1,134 |
| Deceased Pensioned Members End 1932..... | | | | 223 |
| Net Pensioned Members End 1932..... | | | | 911 |

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Members Entered on Pension Roll December 1932 and January 1933

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the months of December, 1932, and January, 1933.

| Name | Occupation | Division or Department |
|-----------------------|------------------|-----------------------------|
| Anton Banietzke..... | Laborer | Milwaukee Shops |
| William Grube..... | Laborer | Milwaukee Shops |
| Charles Klema..... | Shoe Laborer | Ia. & So. Minn. Division |
| Leander Lauffe..... | Wiper | Ia. & So. Minn. Division |
| William A. Lee..... | Conductor | Wis. Valley Division |
| Michael J. Mayer..... | Boilermaker | Ia. & So. Minn. Division |
| Henry C. Opie..... | Boilermaker | Ia. & So. Minn. Division |
| Joseph Sucha..... | Machinist Helper | Ia. & So. Minn. Division |
| Walter E. Wilson..... | Engineer | Madison Division |
| Henry Herzog..... | R. H. Carpenter | Ia. & So. Minn. Division |
| William Bush..... | Boilermaker | Milwaukee Shops |
| Frank E. Bame..... | Machinist | Wisconsin Valley Division |
| Henry Kraut..... | Carman | Dubuque & Illinois Division |

Christian J. Thiele

CHRISTIAN J. THIELE, a veteran employe of the Milwaukee Road, passed away at his home in Green Bay Wisconsin, after a brief illness, on February 5th, 1933.

Mr. Thiele entered the service of the Milwaukee & Northern Railway Company 48 years ago as a B. & B. foreman, and continued in that capacity on the Superior division in the employ of the C. M. & St. P. Railway Company after its consolidation with the former Road. In September of 1932 he retired from its service. After his retirement he enjoyed good health until January 26, 1933, when he suffered a severe paralytic stroke and passed away ten days later. He was buried on February 8, 1933, in Woodlawn Cemetery at Green Bay, Wisconsin.

He is survived by his widow and two sons, all residing in Green Bay.

Mr. Thiele, at the time of his retirement, was 74 years of age, and one of the senior employes of the Superior division. He was widely known, both in and out of railway circles, and enjoyed the unqualified respect and esteem of large numbers of his co-workers and fellow citizens.

How to Get Passengers Back on the Trains

MAYBE this is the answer to the reliable old problem of how to recover lost passenger traffic. It was published recently in the Baltimore Evening Sun:

"The railroads of the country are complaining of the falling off in passenger traffic caused by the increasing popularity of the automobile. This constitutes a serious problem, yet the solu-

tion is self-evident. Obviously the railroads should do everything in their power to make travel on them resemble that in automobiles. Here are a few suggestions:

"For the benefit of the men, speedometers should be placed conspicuously in every car, so that passengers may see the speed at which the train is going. For the benefit of the women, communication should be provided between them and the engineer so that they can offer suggestions as to how he should drive.

"Trains should not be run on definite schedules. Passengers then could notify friends at their destination that they may be expected sometime between five and seven o'clock, provided nothing happens to delay them but not to worry if they do not turn up by eight o'clock.

"Occasional freight trains should be

permitted to bar the tracks for miles at a time and only unwillingly permit passenger trains to pass. They should pull over when another train is approaching in the opposite direction, so that the passenger train can escape a serious collision by the skin of its teeth.

"Passengers should be surrounded by baggage of all kinds, thus forcing them to sit in cramped and uncomfortable positions.

"In wet weather some arrangements should be made whereby a train would have the opportunity to skid and come up against a telegraph pole.

"All engineers driving at more than 40 miles an hour should be arrested on a charge of exceeding the speed limit. Stop-and-go lights should be placed every 500 yards along the right-of-way.

The Fifth Year

Store Department, Tacoma

By J. H. Mack,

WE ARE now in the fifth year of education and instruction on the subject of Safety First, and through the medium of these meetings and weekly bulletins on the subject have had pointed out to us the dangers arising from neglect of these teachings.

It would seem that over such a period of time the Safety First idea should have taken root in the minds of all of us, but the record at the close of the previous year does not show this to be the case.

Why should this be so? There is nothing intricate or technical to master in the subject. It is merely the cultivating of the instinct of self-protection, and its requirements are simply that in our work we strictly and implicitly follow all the rules laid down for our guidance. It is usually a disregard of rules that brings us to grief.

If each one of us will bear in mind that Safety First is the primary and essential thing to be considered on any job we undertake, everything else being secondary, and if we can get that idea firmly implanted, we shall have made a step forward which will bear fruit in the better showing we shall make in the year through which we are now passing.

THEY CALL US CIVILIZED

The following material is taken from a pamphlet entitled "They Call Us Civilized", published by the Travelers Insurance Co., Hartford, Conn.:

"During all the wars in which the country has engaged as a nation—the Revolutionary, the War of 1812, the Mexican War, the Civil War, the Spanish-American, and the World War—Americans killed in action or who died of wounds numbered under 300,000.

"During the last 15 years—a period approximating the total duration of these six major wars—Americans killed in automobile accidents within the United States, or who died of such injuries, have numbered 325,000."

NUMBER OF MOTOR VEHICLE ACCIDENTS RESULTING IN PERSONS KILLED AND INJURED BY TYPES OF ACCIDENTS IN 1932

| Collision with: | Number of Accidents | Persons Killed | Persons Injured |
|---------------------------|---------------------|----------------|-----------------|
| Pedestrian | 291,190 | 12,770 | 267,280 |
| Automobile | 323,830 | 7,160 | 471,850 |
| Horse-drawn vehicle | 4,920 | 100 | 5,790 |
| Railroad train | 4,020 | 1,140 | 4,710 |
| Street car | 7,970 | 260 | 10,590 |
| Other vehicle | 9,910 | 340 | 10,590 |
| Fixed Object | 42,710 | 3,110 | 57,180 |
| Bicycle | 15,580 | 400 | 15,110 |
| Non-collision | 42,560 | 3,600 | 59,080 |
| Miscellaneous | 2,610 | 120 | 2,620 |
| Total | 745,300 | 29,000 | 904,800 |

The Design of the Freight Car

By T. M. Cannon
Engineer of Rolling Stock

QUITE often the readers of the Milwaukee Magazine hear the question "Why were freight cars built of a particular size or shape?" and as often the reply is, "I don't know." It is not the intention of the writer to answer the question in detail but to outline briefly the procedure immediately preceding and during the construction of new freight equipment, especially that portion pertaining to the Car Department. This may to a limited extent, answer the question.



T. M. Cannon

The Transportation Department, who have charge of the distribution of cars, know which class of cars are in demand. The Traffic Department, who have contact with the shippers, know the requirements of our patrons. The recommendations of these two departments are followed as closely as possible with regard to type, class of service, number of cars and to come within certain rate classification, particularly as to length and capacity.

Having this fundamental information it is next necessary to prepare drawings and specifications to meet these requirements. Quite often complications arise which make it impractical to follow the suggestions of the Departments mentioned, and a compromise design is prepared. The complication usually comes from clearance restriction, strength, weight and the distribution thereof.

The American Railway Association have established clearance limits of widths at given heights for equipment built for unrestricted service throughout the United States and Canada and so far as possible these restrictions have been observed.

Engineering is the important factor in developing a new freight car, as stresses and strains in all parts of the car, even the smallest rivet, must be carefully analyzed to pre-determine what the size and shape should be.

The underframe, being the most important item of any car, must be designed to withstand the pulling and buffing strains encountered, in train in switching and in Hump yard service. In addition to this it must form a support for the floor and carry that portion of the load. In steel box cars of proper design the stress from the load is small compared to that of buffing, as it is supported by the cross bearers. The side framing, besides forming a support for the sheathing, carries the greater

portion of the load. The posts and braces must withstand this as well as be stiff enough to prevent the sides from bulging. Wheat exerts the greatest bulging pressure of the usual commodities, hence box cars are generally designed for this commodity. Floors, sides, ends, roofs and doors are next designed to fit the framing. As these items vitally affect the safe handling of the lading, our Claim Department furnishes recommendations.

All safety appliances are applied in accordance with the Interstate Commerce Commission and American Railway Association rulings.

In the open top car we are confronted with a different problem and the several types of gondolas are in many respects different, as they have either high or low sides, fixed or drop ends, and cars with or without side supports.

The high side gondola with fixed ends and side supports, while not exactly like the house car, is very similar so far as the engineering is concerned, in that the side posts are supported at both top and bottom to prevent bulging. If drop ends are required and the inside side supports omitted the posts



A New Inspection Car

DIVISION operating department officials who in days past have supplemented freight and passenger train service in getting over their territory by pumping hand-cars or scooting along on speeders, with probably a daily dozen miles or more on the hoof, will welcome the news that the Milwaukee Road has just purchased a self-propelled inspection car. Four more will be delivered before long.

The new car, which is intended to eliminate the use of extra locomotives or confining inspection trips to regularly scheduled trains, is of an entirely new design. It is known as the Buda-Buker Gasoline Rail car and was built in Chicago.

Edward Buker, president of the Coach & Car Equipment Co., designed the car in conjunction with officials of the mechanical department of the Milwaukee Road.

Construction consists of heavy structural steel members, cast steel ends and

are supported only at the bottom so that much heavier material must be used to prevent the sides from spreading.

The light weight of the car is becoming more important as competition in the transportation field increases, as it is extremely costly to transport heavy cars with light loads. It would not be economical to build cars without the strength requirement, just to meet the demand for light weight. In many cases the distribution of metal can be rearranged and placed in more effective locations without sacrificing strength, with a reduction in weight.

In order to minimize the number of repair parts to be carried in Store stock, we endeavor to standardize to some extent on certain castings, pressings and lumber sections and as long as these parts give satisfactory service and fit the design, and no better facility is developed, we continue to employ such standards.

We must adhere to many standards which have been adopted by the American Railway Association and cars must be so equipped in order to have them accepted in interchange.

The prime requirement of the car when completed must be to satisfy our patrons, by building a car that will permit of the various commodities to be transported in the quickest, safest and cheapest manner possible.

steel superstructure. The engine is suspended between the axles, close to the rails and is fully enclosed. Simple controls are located at either end of the car, which is stream lined. A reversible axle permits the car to run in either direction and at sustained high speed. The wheels, axles and all moving parts are equipped with roller bearings. Seven portable chairs are provided in addition to a driver's seat.

Wide windows on all sides of the car permit an unobstructed view of the right-of-way from any part of the car.

A World's Fair Magazine

FOR the first time in history, a world's fair will officially publish a magazine of national scope and character. Its name will be the "World's Fair Weekly." It will be unique, not only in fair history, but also in the entire history of magazine making.

On Sunday, May 28th, the first number will appear as a full-fledged magazine of the highest quality, to take its place in the front rank with other national magazines that have been built up laboriously over a long period of years. The magazine will be published every week thereafter for twenty-three weeks. Then, on November 1st, when the Fair closes, it will go out of existence. During its short life, however, it will probably be one of the most active magazines ever issued. A quarter of a million copies will be printed the first week and as many more in succeeding weeks as may be required.

The Agricultural and Colonization Department

Crop Improvement Meetings

Grain Growing Chief Business of South Dakota Farmers

YOU have heard that "Pigs is Pigs" and that "Wheat is Wheat." For a fable that may be so, but 475 farmers learned that wheat is not wheat. To millers, feeders, and bakers there is a difference in the wheats grown, and that difference was pointed out to the growers living near Scenic, Draper, Kadoka, and Kennebec, South Dakota, only a short time ago.

To prove that there was a difference, experts used 197 samples of seed wheat supplied by the farmers attending the four conferences. Differences in value ranged from market topping kinds to samples that would sell for twelve to fifteen cents a bushel under the best. Anyone can figure out what percentage a farmer would be losing by growing the unacceptable milling kinds.

The meetings were held at the suggestion of many of the local farmers and received the cooperative assistance of the South Dakota State College, Northwest Crop Improvement Association, Federal Grain Supervisors, and The Milwaukee Road.

Our chief interest in the meetings was that of creating permanent local crop improvement committees, whose duty it will be to secure for the farmers improved seed, encourage modern methods of production and assist in marketing the grains grown to advantage. The job is a big one, but done properly, it can and will effect the chief source of farm income in the territory surrounding the four meeting places. By increasing that farm income everyone is benefited. By growing the proper kinds of milling grains, our primary and terminal markets can be maintained with ourselves as the connecting link. These permanent local crop improvement committees will concern themselves with improving South Dakota's chief source of farm income.

A Few More Homesteads

On New Irrigated Lands in Kittitas Valley

ON March 4th, approximately 3,000 acres of land were opened for homestead entry on the Kittitas Division of the Yakima Project. These acres were divided into 47 farm units. The units are all in Milwaukee area near the city of Ellensburg, Washington.

There are twenty-seven other homestead units that will be opened to settlement later. These, too, are in the same general area as those described in the foregoing paragraph.

For 90 days after the lands were open to entry or until June 5, 1933, the lands described may be filed on by officers, soldiers, sailors or marines, who have served in the army or navy of the United States, and have been honorably discharged therefrom. The same preference will be shown citizens

of the United States who served with the allied armies during the World War and have now resumed citizenship in the United States.

After June 5, should all the foregoing units for homestead not be filed upon, then any citizen may make application. All who do make application, soldiers or others, must have at least \$2,000 of liquid assets in cash, livestock or other suitable personal property. Each applicant must be qualified to make entry under the homestead laws and appear before an examining board, whose duty it will be to pass upon the applicant's industry, experience, character and capital.

It is thought that these homestead tracts will all be applied for in a very short time. When allotments have been made, the 3,000 acres of highly productive irrigated land will begin adding to the productive wealth of the Kittitas Valley.

New Settlement Project Upper Michigan Group Plans for Future

DURING the late months of the past year, thirty-eight families purchased tracts of 40 or 80 acres of land from the Sawyer-Goodman Land Company and established a community of their own a few miles west of Randville, Michigan. Nearly all of these settlers were recently employed in large industrial plants and are now returning to their first "love."

These families were selected because of their previous farm experience and their desire to return to a life on the farm. Each of the families indicated a preference to return to the land before any land salesman called to explain a plan of purchase or describe the property to be sold.

Much special interest is attached to this colony. The families were all selected because of their apparent fitness to pioneer a new farm home from cutover lands. They are being directed in their efforts that there may be a community unit of action such as all growing one variety of adaptable potatoes, one breed of poultry, one kind of dairy cows, etc.

Suitable plans for the construction of farm buildings from the materials at hand

are being prepared and will be demonstrated for the benefit of this group. As progress in land clearing goes forward, it is hoped that even though each settler produces a small volume of salable produce the group, as a whole, will have a sufficient volume to attract buyers from a distance.

Even the social life of the community is being given serious thought and much study. The majority of these new land settlers met March 25th in Iron Mountain, when they worked on plans for a community hall, 4-H Club membership, and other projects that will give to the group, as a whole, a common objective.

It will be interesting to watch and have a part in this settlement project. We hope that from time to time we may report its progress.

1,721 Looking for Farms Seek Information From Our Road

DURING the last three and a half months of the old year 1,721 different people from all parts of the country wrote this Department for information about farms and farm lands that could be purchased. They are determined to go back to the country if they can find the kind of a farm they want. Of the 1,721 we have heard from some who have made their purchases and are now on the farms they bought.

Out of the total number who made inquiry for farms, the following number specified the area where they would like to make their future home. Those who wanted to live in northern Wisconsin and upper Michigan led the groups, with a total of 709. Next in numbers came those who had not quite made up their minds and wanted information about all of the farming areas served by our Road. There were 579 who sought this general information. Two hundred and forty-five specifically requested information about farm lands in the state of Washington or northern Idaho. For Dakota farms there were 97 who professed a desire to live in these great grain producing states. Montana was

(Continued on page 28)



The so-called hardships of farm life do not counterbalance present day security in rural home ownership. "Molding" a farm home to suit the pocketbook and fancies of a northern Michigan settler.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

SUMMARY OF ACTIVITIES Month of January, 1933

| | |
|--|-------------|
| Amount expended for Welfare and Good Cheer..... | \$ 2,203.09 |
| Estimated Value of Donations of Clothing, Food, and other articles, received and distributed by chapters, which did not require an expenditure from their funds..... | 569.97 |
| Number of Families given aid and reached..... | 961 |
| Approximate Number of Persons in families given aid and reached..... | 4,121 |
| Number of Welfare and Good Cheer Calls made..... | 3,542 |
| Number of Messages of Cheer and Sympathy sent..... | 305 |
| Cleared on Ways and Means activities..... | 810.71 |
| Total Paidup Membership on January 31st..... | 10,698 |
| Balance in all treasuries on January 31st..... | 26,662.60 |
| Number of books given out through circulating libraries of club..... | 1,211 |
| Expended for new books during the month..... | 81.35 |
| Cleared on book rentals..... | 84.67 |
| Included in the above named expenditure for welfare are donations to chapters from the following funds: | |
| General Governing Board Relief Fund..... | 1,091.67 |
| Veteran Employes' Association Relief Fund..... | 332.95 |
| Chicago, Illinois, March 1, 1933. | |

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

HOPES for a large meeting for December 19th, were happily fulfilled by attendance of about seventy-five members. Meeting called to order by President Mrs. H. M. Gillick, and regularly opened by community singing.

An important feature of the evening was an interesting talk by Mr. Thad Fuller, Milwaukee Attorney, who spoke for the "Ship by Rail" Club.

Arrangements were made for filling the Christmas stockings which were included in the baskets distributed during this season.

Mrs. E. H. Soike, Treasurer, reported that \$120.00 was cleared on the annual dance given December 1st, also nine dollars for club room rental, and that a very acceptable balance is credited to Club funds. Letter received from General Governing Board offers the privilege of requesting help from that source, if necessary.

Mrs. Gillick reported that \$140.00 was spent for groceries during the month, other expenses totaling \$310.90; 17 families being cared for.

Industrial Art Dept. of our local Teachers' College made toys for needy children for Christmas, which the Club received through the efforts of Mrs. H. Morehouse.

Mrs. R. E. Sizer, Sunshine Chairman, reported 50 personal and 75 phone calls. Messages of sympathy and good cheer numbered twelve.

Mrs. Gillick read the membership report, which revealed 322 voting and 421 contributing members.

This well-attended and inspiring gathering was concluded by further singing, and then refreshments were served by Mrs. Owen King and Mrs. Nora Kline.

January Meeting

The first meeting of the New Year was well attended, there being about seventy-five present despite the severe winter weather.

A splendid program was given through the efforts of Mrs. W. H. Berg, who works tirelessly to this end. Several pupils of Sister Bernadette of the Presentation Academy furnished the following pleasing entertainment: Joan McGrath and Lorraine Mundy gave readings, Miss Jocelyn Eilert contributed a vocal solo, then a vocal trio composed of Misses Joyce and Jocelyn Eilert, and Miss Eleanor Dodds, all accompaniments being played by Miss Anita Easton.

Mrs. B. M. Smith was elected first vice-president until April first, and Mrs. A. J. Anderson, chairman of the membership committee. The corresponding secretary, Mrs. R. B. Aney, was ill, and her report was read by Mrs. Gillick as follows: Cards of sympathy, two; card of thanks, one, to Joe Lemar at a local fire station, thanking the firemen for repairing toys for Christmas. Cards to the sick, twenty-eight; and one Christmas card to Mrs. Tim Ryan, who has been ill since last October. The club is in receipt of a

letter of appreciation from Mrs. Ryan's daughter, Mrs. Nora Kline.

Membership report read by Mrs. Gillick, stating that we have 324 voting and 424 contributing members, a very good total. Relief report given by Chairman of that committee, Mrs. Gillick, as follows: During December, 149 families, consisting of 527 persons, were cared for, 125 tons of coal distributed as needed and total amount spent for this work during December was \$536.73. One hundred and twenty-five baskets were sent out for Christmas. Letter was written by Mrs. Gillick to Chicago headquarters telling about Christmas baskets, and explaining how the little club "stunt" of purchasing, while very small, and raising a number of "pigs" resulted in a saving of about \$200.00 on the meat bill. A nice letter of thanks was received from the four children who were sent by our Chapter to a home in the western part of the state. They also received a Christmas basket, and are deeply grateful for all kindness shown them.

Mrs. E. H. Soike thanked the Club for card received during her recent illness, and as Treasurer reported eighteen dollars received from Club rental during December; also a substantial balance on hand at beginning of New Year. It might be well to note here that our Chapter has never done so much real charity work as during the past two and one-half years, and yet, prospered so much.

Clever and successful parties aid the treasury materially, as does also the regular club dues and the various contributions.

A dinner-bridge was planned for Monday, January 30th, with the social committee, Mrs. Bert M. Smith, chairman, in charge. A valentine bridge-tea was also arranged for February 14th, Tuesday afternoon, with Mrs. W. H. Berg and Committee in charge, and a new feature for our Club is to be tried, by giving a large play, cast to be composed of Club members, directed by Mrs. W. H. Berg, and presented to the public the latter part of March. If successful, this may become an annual event.

Committees of a dozen or more women were appointed to care for the daily dispensation of milk for families in need. A room at Chamber of Commerce was given over for this purpose and committees appointed for certain dates up to end of March.

Minutes of Board meeting of January 11, were read by Mrs. A. C. Zick. The election of officers for the ensuing year will take place at February meeting; seven women being appointed as nominating committee. It was decided to select two members for each office and club-at-large, then vote on same.

After adjournment, an unusually nice lunch was served by Mrs. W. J. Kane, chairman, assisted by Mrs. Owen King and Mrs. R. E. Sizer. Monthly meeting of governing board held afternoon of January 11th, was not as large as usual,

only seventeen present, owing to much illness among our members and throughout the city generally. Plans for the coming play were discussed; this to be given late in March, and it was decided that if each member could sell two tickets at fifty cents each, it would assure the board of a suitable attendance.

Mrs. Gillick then announced that a larger supply of milk was deemed necessary as many little ones were not receiving an adequate amount, and this would be distributed by certain women, on dates specified, at a given hour each day. After further discussion of some necessities for a family requiring immediate help, and plans made for their relief, meeting was adjourned.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Secretary

THE Sioux Falls chapter is still active, believe it or not. The meetings are held every month, and splendid reports from all committees. Mrs. J. R. Bankson, chairman of the ways and means committee gave a report on money raised from dinners and card parties held at the passenger depot and club house.

Mrs. Henry Kruck, chairman of the relief committee reported many families helped during the past two months and many calls to the sick. Mrs. E. E. Lovejoy, temporary chairman of the membership committee put on a little membership drive all her own and turned in enough new and paid up old members to win two prizes for the chapter. We appreciated this very much, and give her a vote of thanks for her work.

The nominating committee gave their report on officers for the new year which are as follows: Mrs. Chas. Belknap, president; Mrs. J. R. Bankson, first vice; Mrs. B. Murphy, second vice; Mrs. John Bell, treasurer; Mrs. Leslie Sweeney, secretary; and Mrs. Tom Cavanaugh, corresponding secretary and historian.

Plans are being made for our annual dance to be held right after Easter at the Arkota Ball Room. Our funds are rather low, due to the fact that there has been a constant demand for help for our needy families, and the chapter asks each member to put forth every effort in selling tickets for this, our one and only big annual dance so that it will be a success. Mrs. J. R. Bankson, our good and faithful chairman, has charge of the arrangements again this year, and let's all get busy and do our part. If we all cannot help, at least let us buy a ticket if our budget will possibly allow it. If Mrs. J. R. B. ever needed help, she sure will need it this year, for this is no easy job. How many tickets are you going to try to sell, sister?—That's fine, report to Mrs. Bankson and let her know you will help. Thanks.

Council Bluffs Chapter

Mrs. Carmen Underwood, Historian

THE Council Bluffs Chapter held regular meeting Wednesday, February 1st, at the Y.M.C.A., and we were pleased to have Miss Lindskog as our guest. We had a good attendance at this meeting, at which election of officers was held. Mrs. Ed Lee will be our president for the coming year and inasmuch as Mrs. Lee served in this capacity before, we know she will be a good president. Some welfare work was reported at this meeting. Some groceries and clothing were bought and a hospital bill was paid.

In January the Club attended the Electric Kitchen at the Council Bluffs Electric Co. They give each club, who attends the kitchen, a gift and we were pleased to receive an electric heating pad which we sold for \$6.50 and this was added to our treasury.

We held a Xmas party in December. Each one who came donated a pound of food and this was used in the Xmas baskets we gave to the unemployed. The children gave a nice program after which Santa appeared with a sack of candy and an apple for each child. A social hour followed and refreshments were served.

Our Club has started a new way to raise money. One lady in the Club is given a dollar out of the treasury and she invites twelve ladies to her home for a luncheon which she prepares for that dollar. Then each lady attending the luncheon pays 25c which makes a total of \$3 which is put back in the treasury. Although not original, we think this a novel idea and is real fun to see what food can be prepared for \$1 to serve twelve people.

Our next meeting will be held March 1st, 2 P. M., at the Y.M.C.A. All members are urged to attend.

La Crosse Chapter

Mrs. C. W. Whiting, Historian

THE regular meeting of the La Crosse Chapter was held in the club rooms February 1st. The meeting was called to order by President, Mrs. E. R. Merrill. Reports of committee on Ways and Means, Chairman, Mrs. Max Schultz. Reports for the month of January: A card party the 11th, realized \$5.50 and January 25th a card party realized \$6.50; both bridge and 500 being played. Mrs. Schultz gave the report for February 22. A card party realizing \$8.50 and from the proceeds of the raffling of a quilt, \$12.50, which was donated by Mrs. Wm. Owens and the lucky one to win it was Mrs. Wm. Wais.

La Crosse has a wonderful sewing club which all the members enjoy working for, meeting every two weeks at the club rooms. Mrs. Nick Weber is chairman. On February 8th a quilt that was donated by Mrs. Herman Trader was the work for the day which will be raffled off in the near future. Members present, 22. Mrs. Nick Weber would like to have all members try to attend the sewing club and to bring a thimble and good cheer.

Meeting called to order by the President, March 1, it being election day, the following officers were elected:

President—Mrs. E. R. Merrill.
First Vice—Mrs. J. A. Reddin.
Second Vice—Mrs. H. S. Peed
Cor. Secretary—Mrs. Wm. Wais.
Rec. Secretary—Mrs. Geo. Mowry.
Treasurer—Mrs. Nick Weber.

After election a social time took place by all members and a dainty lunch was served by the committee, Mrs. Mat Burgmeir and Mrs. A. J. Swinrod, Jr.

Mrs. C. W. Whiting.

Ottumwa Chapter

Mrs. M. Reynolds, Historian

AT the regular monthly business meeting February 13th, a cooperative dinner was served, honoring Mrs. Hannan, who was leaving that night for her new home in Chicago.

On February 24th, Mrs. Love was chairman for a benefit card party and on February 27th, Mrs. Kemp, Mrs. Cogswell and Mrs. Grubbs had benefit card parties in their homes, all the players meeting in Mrs. Kemp's home, later going to the other homes to play and then returning to Mrs. Kemp's for refreshments. A satisfactory sum of money was realized.

On February 3rd and 4th, Mrs. Grant supervised a rummage sale which was very profitable.

At the regular meeting on March 10th the following officers were elected for the year 1933:

President—Mrs. Givens.
Vice President—Mrs. Link.
2nd Vice President—Mrs. Cogswell.
Rec. Secretary—Mrs. Marie Davis.
Cor. Secretary—Mrs. McLain.
Treasurer—Mrs. Lawson.
Historian—Miss Gohman.

Miss Lindskog attended this meeting and made a very interesting talk.

Bensenville Chapter

Estelle Newcomer, Historian

BENSENVILLE Chapter met February 1st with the president, Mrs. Tonning, presiding. The relief committee reported an expenditure of \$98.18 and 23 personal and 12 phone calls. Mrs. Bodenberger, chairman of the committee working with the president, have carried on their work in a fine spirit, having given aid and comfort to all cases brought to their attention.

The ways and means committee, headed by Mrs. F. Suiter, reported \$28.96 from a supper held at the club house and an auction of a lamp.

Librarian, Mrs. Bartholemey, reported the number of books in the library, 1070; 72 books rented out during the month, with receipts of \$6.87. Eleven new books were purchased.

The nominating committee, consisting of Mrs. Hermon, Mrs. Capoot and Mrs. O'Keefe, reported the following: President, Mrs. Bagnell; 1st Vice President, Mrs. Oakes; 2nd Vice President, Mrs. Bodenberger; Recording secretary, Mrs. Huggdahl; Corresponding Secretary, Mrs. Yates; Treasurer, Mrs. Hoover; Historian, Mrs. Wolf. The report was unanimously accepted and officers were duly elected. They will take office at the April meeting.

The door prize, a silver serving spoon, was won by Mrs. Julia Hill. Mrs. Silianoff, Mrs. Nummer, Sr., and Mrs. Baumgartner served a delicious lunch and a social hour was spent.

Our club house has been newly decorated—walls and ceiling painted ivory with tangerine trimmings; new parchment shades for the ceiling lights and new curtains hang at the windows and doors. The work for these improvements was all donated and we wish to thank all who assisted and those who donated new lamps, pictures, furniture, mirror, etc.

On March 1st, our regular meeting was held, presided over by Mrs. Bagnell, 1st Vice President. Routine business was transacted.

Relief committee reported \$67.38 spent with 18 personal and 19 phone calls.

Sunshine committee had called and sent cards to those who were sick.

Membership committee reported 80 voting and 99 contributing members.

Library receipts for month, \$3.71.

Ways and Means Committee reported, from silver tea held February 14th, \$4.00, and from dinner, February 23rd, \$9.36.

It is with sorrow we mention the passing of the following members: Mrs. Albert Tompkins, November 15th; Mrs. Samuel Williams, December 23rd; and Mrs. Arthur Pierron, February 28th.

Refreshments consisting of lemon cream pie and coffee were served after the meeting by Mes. Luehring, Woodworth and Wolf.

Perry Chapter

Mrs. J. J. Kindig, Historian

PERRY Chapter met Thursday, March 2nd at the club house. The usual business was transacted and a good report made on our mile of pennies. We have also planned to hold a benefit bridge party soon. We have spent \$33.32 on relief this month and had many articles of clothing donated. One of our local dairies, Geo. Mullen, Prop., donated 200 qts. of milk to be distributed as we needed it, and we have been sending it to our families with small children. After the business was cared for our new officers for the coming year were elected as follows:

Mrs. Will Thompson, President.
Mrs. Dell Coltrin, 1st Vice President.
Mrs. R. C. Dodds, 2nd Vice President.
Mrs. B. Stitzel, 3rd Vice President.
Mrs. J. Heinzelman, 4th Vice President.
Mrs. A. A. Brown, Recording Secretary.
Mrs. Tom Connell, Corresponding Secretary.
Mrs. D. Sullivan, Treasurer.
Mrs. J. J. Kindig, Historian.

The following committees were appointed for the following year:

Mrs. Will Young, Relief.
Mrs. Earl Lane, Ways and Means.
Mrs. Geo. Taylor, Membership.
Mrs. Will Fuller, Program.
Mrs. Will Rothman, Sunshine.
Mrs. A. J. Fuller, Purchasing.
Mrs. W. Shipton, Auditing.
Mrs. G. Fields, Kitchen.

A buffet lunch was served at the close with our President, Mrs. Utterback, presiding. We have made plans for a pot luck luncheon to precede our installation of new officers next meeting. Our President, Mrs. Utterback has worked untiringly throughout the year and the Club unites in giving her a vote of thanks.

Savanna Chapter

Mrs. W. G. Bowen, Historian

A VERY successful meeting was held on February 13th, 1933, the meeting being in charge of the Yard, Train and Engine Departments.

Mrs. Raymond Phillips and Miss Jennie Chipman were Kitchen Chairmen; Mrs. Grant Dahl and Mrs. Bert Follett, Dining Room Chairmen; and Mrs. Boyd Latham, Program Chairman. There were more than two hundred present.

After a most enjoyable pot-luck supper, a very short business meeting was held, which was followed by a program of vocal and instrumental selections, readings and dances.

The club rooms were prettily decorated in keeping with St. Valentine's Day. Streamers of red and white crepe paper and heart festoons were in profusion throughout the club rooms. Vases of flowers adorned the tables.

Music for the dancing was furnished by "Bud Johnson's" orchestra, and about fifty couples enjoyed the feature. This was the last of the Department meetings for this year, and it was felt that they were such a success and increased the interest and attendance at the meetings, that they will be started again this coming Fall.

The regular meeting of the Chapter was held on March 13th, in the Lydia T. Byram Community Club House. Officers for the ensuing year were elected. They are as follows:

President—Election to be carried over to next meeting.
Vice President—Mrs. W. G. Bowen.
Corresponding Secretary—Viola Donahue.
Secretary—Mrs. Buswell.
Treasurer—Mrs. Humphrey.
Historian—Hilda Schrimper.

After the meeting cards were played and a very delicious luncheon was served by the outgoing officers.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

REGULAR monthly meeting of Milwaukee Chapter was held in Club Room February 20th. Reports of welfare work were given by Welfare chairman. Sunshine chairman reported many phone calls and cards sent to shut-ins. Mrs. Deards, Program chairman, presented little Miss Audrey Daniels, who entertained with tap dancing. Election of officers was held and following elected:

President—Mrs. M. F. Dineen.
1st Vice President—Mrs. E. Deards.
2nd Vice President—Mrs. O. J. Pokorney.
Treasurer—Mrs. W. A. Hinsey.
Secretary—Mrs. F. W. Telfur.
Corresponding Secretary—Mrs. M. L. Hynes.
Historian—Mrs. Steed.

Installation of officers will take place at March meeting. Refreshments were served by Social chairman.

Ladd Chapter

Mrs. E. J. Coss, Historian

LADD Chapter held its annual election of officers at the meeting held February 1st. The following were elected: President, Mrs. Charles Taggart; 1st Vice President, Mrs. D. Jones; 2nd Vice President, Mrs. F. Blake; Secretary, Miss

Frances Truchetti; Treasurer, Miss Victoria Romano; Historian, Mrs. E. J. Coss. Mrs. Blake presided at the meeting in the absence of the president. A social time was enjoyed by all, with prizes in five hundred going to Mrs. Chas. Kuhl and Mrs. F. Blake; and in bunco, to Mrs. R. Carruthers and Mrs. D. Jones. Refreshments were served by the committee in charge.

At the march meeting the retiring president, Mrs. James Valassano, presided and after the business meeting the annual installation of officers took place, with Charles Conway as installing officer. After this ceremony, cards were enjoyed.

Beloit Chapter

Mrs. Edgar Ruck, Historian

BELOIT Chapter met in regular session on the evening of February 8th, with a small attendance on account of the extreme cold weather.

Welfare report was as follows: \$66.48 for groceries and milk for needy families. Five families are receiving milk regularly and eleven to thirteen families were cared for. Forty-two phone and personal calls were made; \$4.50 was the estimated cost of clothing donated.

Ways and Means chairman reported \$12.49 cleared on a card party, envelopes and pillow cases.

Sunshine chairman reported 10 phone calls, two personal calls and two cards sent.

Membership report was 92 voting and contributing members. Forty-two attended and enjoyed the pot-luck supper on January 21st and after the supper cards were played and prizes awarded.

Mrs. Barber, chairman of the nominating committee, presented the following: President, Mrs. Barrett; 1st Vice President, Mrs. Gilbert; 2nd Vice President, Mrs. Yahn; Treasurer, Mrs. Ferero; Recording Secretary, Mrs. McIntyre; Corresponding Secretary, Mrs. Cluskey; Historian, Mrs. Ruck.

The secretary was instructed to cast an unanimous ballot for the officers so nominated.

A card party for the afternoon of February 28th was planned; and Red Cross sewing to be continued on each Tuesday at homes of various members. These gatherings are always well attended. Cards and refreshments followed adjournment.

March Meeting

The regular meeting was held on the 8th. The Welfare chairman reported \$57.17 spent for relief. Personal calls made, 26 and 39 phone calls. Sunshine chairman reported 8 personal calls, 15 phone calls and 2 cards sent.

A pot-luck supper followed by cards was enjoyed by members and families on the evening of February 25th. These monthly gatherings have proved so popular with the railroad families that another was planned for the evening of March 25th.

A lunch and party was planned, but later abandoned, on account of the prevailing bank holiday.

Cards were played after the meeting and refreshments served.

Twin City Chapter

Mamie Rasmussen, Historian

THE regular meeting of Twin City Chapter was held February 6th, with Mrs. E. B. Stanley presiding.

Reports of officers and chairman were read and approved.

The Report of the nominating committee, presented by Miss Georgia Perry, being unanimously accepted, following officers were elected for the ensuing year:

President, Mrs. Edw. H. Bannon.
 First Vice-President, Mrs. E. J. Sainsbury.
 Second Vice-President, Mrs. C. F. Holbrook.
 Recording Secretary, Mrs. P. H. Bornkamp.
 Corresponding Secretary, Mrs. E. J. Tappins.

Treasurer, Mrs. Geo. A. Ehmer.
 Historian, Mrs. Lyle W. Scoville.
 No further business, the meeting adjourned. A lovely lunch was enjoyed during the social hour.

The regular board meeting, February 27th, was held in the depot clubrooms.

A 1 o'clock luncheon was served by Mesdames Scoville, Sainsbury and Donehauer, which we all enjoyed.

The meeting was called to order at 2 o'clock. Reports of the various committees were read and accepted.

Our Ways and Means chairman, Mrs. E. H. Bannon, reported \$44.50 cleared on the bake sale.

The Sewing Circle, of which Mrs. Fred Arnold is chairman, gave an interesting report. These ladies have made 'layettes', gowns and combinations for children. We are happy to see their interest in this work and invite more to join them.

The March meeting was held on the evening of the 6th. The President, Mrs. Stanley, called the meeting to order.

The usual business was transacted, after which a musical program was enjoyed.

Miss Glennon, the daughter of one of our engineers, sang several selections, with Miss Gladys Mueller at the piano. A dainty luncheon concluded the evening.

Harlowton Chapter

Lillian Aicher, Historian

THE Harlowton Chapter elected new officers for the following year in March. A month late on account of the very severe weather on the previous meeting night. Only a very few members turned out at that time and it was necessary to postpone the election.

The past year has been a very busy and harmonious one for our officers and while we regret to lose them, we know they are glad for someone else to assume responsibilities.

The Club had a tree at Christmas for the children with treats. There was a big crowd and a fine time was had by all. We also sent out thirteen baskets for Christmas dinners to families of unemployed.

After the routine business we were given a treat by one of our local teachers, Miss Ladwell, who presented a lovely tap dance by one of her classes of six little girls. Miss Ladwell also gave a tap dance, accompanied by Miss Wade on the piano. It was enjoyed very much.

Then a geographical game was played, high scores going to Mrs. W. Schecter and Mrs. Brown. A lovely lunch was served to about 50 members.

Madison Chapter

Mabel Davy, Historian

MADISON CHAPTER held its regular meeting in the club rooms Wednesday, January 11th.

Reports of the secretary and treasurer were read and approved.

Plans were made for a card party to be given January 25th, also for a chicken dinner February 8th.

After the meeting adjourned refreshments were served and a social hour followed.

A board meeting was held in the club rooms Friday, January 13th.

Our sewing bees are well attended and much work is being accomplished.

Mrs. Scherneck, chairman of the card party which was given in the club rooms January 25th, reported a profit of \$30.36.

Preceding the regular meeting of February 8th, a chicken dinner was served to 120 persons. Credit for the success of the dinner is due to Mrs. Carter, Mrs. Welly and Mrs. Parkin, who were in charge.

Following the dinner the regular meeting was held. After the routine business was taken care of, the election of officers was held. Mrs. Scherneck was elected president; Mrs. Mac-

Donald, first vice-president; Mrs. Ziel, second vice-president; Mrs. Liegois, secretary. Mrs. Knope, treasurer; Mrs. Davy, historian.

Mrs. Frank Dempsey is chairman of the card party to be given February 23rd.

Thirteen dollars and thirty-five cents was realized on the quilt that was won by Mrs. Scherneck's little daughter, Joy.

Fullerton Avenue Chapter

Mary J. Maney, Historian

FOR the benefit of many of our members who have been somewhat confused as to the time and dates of our meetings, the following is given:

Regular monthly meetings are held alternately on the second Tuesday evening at 5:00 p. m. and the second Saturday of the month following at 1:00 p. m. This arrangement was voted upon some time ago to enable members who could not attend our Saturday afternoon meetings to be present at an evening meeting or visa versa.

The February (an evening meeting) was held February 14th. A delicious Chop Suey dinner was served. Meeting was called to order at 5:45 p. m. Reports of Chairman was given. Mrs. G. W. Loderhose, chairman of the nominating committee, read her report which was placed before the chapter for further action.

Business over, we were entertained by Miss Helen Lewis, soprano, with several vocal numbers. She was accompanied by Miss Pruger. Miss Lewis is a radio artist and a member of the Art Studio Glee Club of which Miss Pruger is director.

The March meeting March 11th, at 1:00 p. m. Saturday afternoon, had an attendance of about 75 members. We are happy to find our membership is increasing. Four new voting and two social members have been added. A splendid report from the Librarian showed 1511 books now in the Library. January there were 978 books given out. Rentals \$70.70. February there were 693 books given out. Rentals \$56.85.

A delightful surprise awaited the dispensing of business. The curtain rose with a little playlet called "Television," given by twenty-two girl scouts, Troop No. 95 of Hamlin Park. It was directed by Captain Pearl DeLaBarre of the Car Accountant's office who was assisted by First Lt. Mrs. Hurlbutt. Impersonations of radio celebrities were well acted. Ben Bernie with his orchestra, Gracie Allen "still looking for her lost brother"; Kate Smith "coming over the mountain" and the Baron with his "Vas you derè, Cholly?" The parade of the Wooden Soldiers, a drill and tap dance number was enthusiastically applauded. Scout songs were sung by the entire group.

A violin solo by Mr. Hoare accompanied by Mrs. Pruger and a reading by Miss Paul, members of the Art Studio Glee Club, closed the program of a very enjoyable meeting.

The next meeting will be held Tuesday evening, April 11th, at 5:00 p. m. Installation of officers will take place at this meeting. A large attendance is expected.

Terre Haute Chapter

Mrs. R. S. Bentley, Historian

THE January and February meetings of the Milwaukee Women's Club were preceded by potluck suppers. A nominating committee was chosen with Mrs. Harley Smith, Chairman and Mrs. O. Sheetz and Mrs. Dalton assisting. The new officers are as follows:

President.....Mrs. C. E. Elliott
 1st Vice President.....Mrs. C. W. Pierce
 2nd Vice President.....Mrs. V. E. Engman
 Secretary.....Mrs. Harold Patton
 Corresponding Secretary.....Mrs. Roberta Bear
 Treasurer.....Miss Eleanor Faris
 Historian.....Mrs. R. Blackwell

A card party was planned for Saturday, Feb. 24th—the public invited.

We regret to have lost a cheerful member, Mrs. Robert Burns, who has moved to Florida. We extend our best wishes to her in her new home.

OUR LITTLE FOLK



The Singing Pitcher

THE little white cream pitcher with the dark blue dots had its own corner on the shelf in the pantry. It was always put right there after it was washed and remained there until the next morning when a new bottle of milk was opened.

Judith loved that little pitcher and every day when she dried the dishes for her mother she was most careful with it and even occasionally talked to it while she rubbed the spots until they shone. "Little cream pitcher, I sometimes think you're almost human. Those blue dots look like blue eyes to me and sometimes you wink and look as if you're going to tell me something awfully important." And when Judith talked like that she was sure the pitcher was answering her in pitcher language of some kind.

One night as Judith and her mother were washing the dishes and Judith was fondling the little pitcher, her mother said to her, "That old pitcher is almost ready to be thrown away. It really doesn't look nice on the table any more but I hate to throw it away until it breaks."

"Oh mother, you wouldn't do that, would you? This is my pitcher, you know, and if you don't want it any more I'll keep it in my own room."

"Oh no, Judith, I'll use it for a little while longer and then we can throw it away and if you want one of your own I'll get you one."

Judith didn't say a word but she clutched the pitcher tighter and determined that never would she part with her treasure. "Little pitcher, you look sad and I don't blame you one bit. The idea of throwing you away when you're perfectly good!"

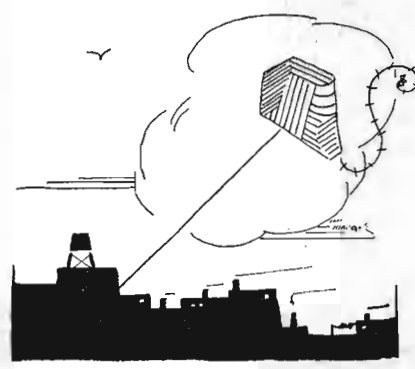
Nothing more was said about throwing the pitcher away but Judith could see that day by day the pitcher was getting sadder and sadder. She talked to it just as usual and assured it that it would always have its corner on the pantry shelf but her words had no effect. The little pitcher looked at her with imploring eyes but Judith couldn't tell what it was it wanted to tell her.

Then one night Judith was washing the dishes all by herself and she heard something singing but couldn't tell where it was coming from until she started to dry the little white pitcher—it was singing! Judith was so surprised she could hardly speak. "Why—why didn't you ever sing before?" But she noticed that the pitcher's expression was not so joyful as its song. "Is there anything the matter?" At that the pitcher smiled and sang a little louder.

Judith sat down on the kitchen stool and quietly listened to the song. It was repeated several times before she could tell what the pitcher was trying to say and when she finally understood, she jumped up, set the pitcher on the table and ran for the glue. Soon she was busy working

with glue and little pieces of paper. "At last—Now don't you worry, Mother will never know because you're just as good as new."

As she finished the dishes Judith thought, "I'm glad I washed the dishes alone tonight or little pitcher wouldn't have sung to me and if it hadn't been for that little song 'Mend me—mend me—mend me' I would never have known it was about to break and then mother would have had an excuse to throw it away."



April

April showers and April kites
Coming through the air—
The showers dropping gently
On the new born plants so fair.
The kites poised high above us
On the days there are no showers
Floating while the breezes stay
Then dropping into woodland bowers.

The Birthday Gift

JIMMIE'S birthday was in April and his mother and daddy had wondered for months what they would get him for his birthday. Finally as the day was drawing nearer and they couldn't think of a thing that he had said that he wanted, they decided to ask him what he would like above all else.

"Jimmie, what would you like most of all for your birthday?" asked his mother one morning.

"I know what, but you might not want me to have it."

"What is it, and daddy and I will decide that."

"A bunny—one that I can keep outdoors in the summer and in the basement in the winter." His mother was astounded. "A bunny! That is a strange thing to want. But Jimmie's daddy smiled, remembering years ago when he had wanted a bunny—but he had never had one.

"Last Christmas I asked Santa Claus for one but I guess he didn't think I should have one, so you and daddy won't, either."

Nothing more was said about the birthday or the birthday gift. Mother and daddy thought Jimmie had forgotten all about it. On his birthday, Jimmie was up early, not to look for the bunny but just

because he knew something was different about the house. Daddy was at the stairs to greet him when he came down and mother was smiling more than ever. "Happy birthday, son," they both said. "The Easter bunny has been here with his Easter eggs—why don't you find them right away?"

So Jimmie, forgetting that it was his birthday as well as Easter, eagerly hunted high and low over the house and he found twelve shining colored eggs, some plain and some with pictures on them. Jimmie ate all he could hold and put the others in a nice little nest that he had found in one corner. Then he played for a while and mother and daddy said nothing about his birthday. Finally he remembered it was also his birthday, "Mother, daddy, why didn't you catch the Easter bunny for me when he was here? I'll bet he is nicer than Jack's bunny or he wouldn't leave such pretty eggs."

Mother laughed a sparkling laugh and went to the basement and brought another Easter basket and what do you think was in it? The most beautiful little bunny that Jimmie had ever seen. "Here he is, son; do you like him?"

Jimmie was speechless. It was the nicest birthday gift that Jimmie had ever had and Jimmie took care of him every day, winter and summer and every year there were bright colored Easter eggs and every year little Jimmie knew that it was his very own bunny that brought them to him.

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The April Calendar

April

Since April showers
Bring May flowers
Let's find those here
Hiding—yet so near.
Start at any letter
Go right or left or better
Up or down or diagonally
Count the flower names
You can see.

All There

Miss Jones was teaching English to her class of 4B students. She asked that they write sentences containing the following words: Deduct, Defeat, Detail and Defense.

Little Johnnie turned in the following: "Defeat of deduct went over defence before detail."

Favorite Recipes Lenten Dishes

Mushroom and Tomato Toast. Cut stale bread in medium thick slices and shape with a large round cutter. Butter thinly on one side and toast in sandwich toaster, or brown in frying pan. Brush fresh mushrooms and cut in pieces—about two cups. Cook these in butter five minutes. Cook one tablespoon butter with one tablespoon flour and add one cup of strained canned tomatoes. Season with one-half teaspoon salt, one-eighth teaspoon pepper and a little paprika. Bring to the boil and simmer three minutes. Arrange the mushrooms on the toast and pour over the tomato sauce. Sprinkle with finely chopped parsley. This will serve six.

Vegetable Souffle. Melt one-half cup butter, add one-third cup flour and pour on gradually, one-third cup cream and one-third cup of the water in which the following vegetables have been cooked. One cup of carrots, turnips and onions, rubbed through a sieve. Season with salt and pepper. Add the vegetables, the yolks of three eggs beaten until thick and lemon-colored and fold in the whites of the eggs beaten until stiff. Turn into a buttered baking dish and bake in a slow oven.

Jellied Vegetable Ring. Soak one tablespoon granulated gelatine in one-fourth cup cold water and dissolve in one cup boiling water. Add one-fourth cup each of sugar and vinegar, two tablespoons lemon juice and one teaspoon salt. Strain, cool and when it begins to stiffen, add one cup of celery cut in small strips; one-half cup shredded cabbage, one-third cup small cucumber cubes, one-fourth cup cold cooked green peas, one-fourth cup cold cooked beets cut in thin slices. Turn into a ring mould and chill. Remove to serving dish and arrange around the jelly, cold cooked meat. Fill the center with mayonnaise or horseradish sauce. **Horseradish Sauce:** One-half cup heavy cream beaten until thick. Gradually add three tablespoons vinegar, continuing beating. When stiff, add salt and dash of pepper. Then fold in two tablespoons grated horseradish root.

Spanish Omelet. Four eggs, four tablespoons milk, one-half teaspoon salt, one-eighth teaspoon pepper and two tablespoons butter. Slightly beat the eggs, add the milk and seasonings. Put butter in hot omelet pan and when melted turn in the mixture. As it cooks pick up the edges with a spatula to allow the uncooked eggs to run under the lifted portion until all is creamy. Make a tomato sauce of two tablespoons butter cooked with one tablespoon finely chopped onion. Add a cup and three-fourths of tomatoes and cook until moisture has evaporated. Add one tablespoon mushrooms, cut up, one tablespoon capers, salt and pepper. A few thin slices of green or red pepper improve the sauce when cooked with the butter and onion.

The Patterns

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

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

7825. Ladies' Dress. Designed in sizes: 34, 36, 38, 40 and 42. Size 38 requires 3¾ yards of 35 inch material, with ¾ yard of contrasting material. Price 12c.

7664. Junior Frock. Designed in sizes: 11, 13, 15, 17 and 19 with corresponding bust measure 29, 31, 33, 35 and 37 inches. Size 15 if made as in the large view requires 2¾ yards of printed material and ¾ yard of contrasting material 35 inches wide. With long sleeves, and in monotone—4 yards. Price 12c.

7829. A Distinctive Style. Designed in sizes: 14, 16, 18 and 20 with corresponding bust sizes 33½, 35, 36½, and 38, also in 40 and 42. Size 18 requires 4 yards of 39 inch material. If cut on the bias 4¾ yards. Price 12c.

7660. Morning Frock. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 46 requires 4½ yards of 35 inch material if made with the yoke portions. Without the yoke 4 yards. To finish with bias binding requires 8½ yards 1½ inch wide. Price 12c.

7421. Girls' Dress. Designed in sizes: 6 months, 1, 2 and 3 years. Size 2 if made with the collar requires 1¾ yard of material 29 inches wide. Without collar 1¾ yard. To trim as illustrated requires 4¼ yards of bias binding or piping, and 4¾ yards of lace edging. Price 12c.

7839. Girls' Dress. Designed in sizes: 2, 4, 6 and 8. Size 4 if made as in the large view, requires 2 yards of 35 inch material. If made with short sleeves 1¾ yard. To finish with bias binding requires 2¼ yards. One yard of ribbon for the bow. Price 12c.

7843. Ladies' Blouse. Designed in sizes: 34, 36, 38, 40 and 42 inches. Size 38 requires 1¾ yard of 39 inch material with ½ yard of 35 inch contrasting material. Price 12c.

7835. Girls' Dress. Designed in sizes: 8, 10, 12, 14 and 16. Size 12 requires 3 yards of 39 inch material, if made with collars. Without collars and of 35 inch material it requires 2½ yards. Price 12c.

7827. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 bust. Size 38 requires 4 1/3 yards of 35 inch material, with ½ yard of contrasting material. Price 12c.

Where the Hero Fell

The battleship was in port, and visitors were being shown around. The guide was exhibiting a bronze tablet set in the deck.

"Here is where our gallant captain fell."

A nervous old lady interrupted him.

"No wonder. I nearly tripped over it myself."

Can't Be Done

Policeman (to motorist who nearly collided): "Don't you know that you should always give half of the road to a woman driver?"

Motorist: "I always do when I find out which half of the road she wants."

The Scotch Again

A traveling salesman for a Scotch firm held up in a country village by a bad storm, telegraphed his firm: "Marooned here by storm; wire instructions."

The answer came back: "Start summer vacation as from yesterday."



SPECIAL COMMENDATION

| Name and Division | Citation and Date | Cited By |
|--|---|-------------------------------|
| Harry Norenberg, section laborer, Tonahawk, Wis. | Reported dragging brake beam on passing train, February 17. | R. F. Hoehn, Asst. Supt. |
| F. E. Cox, conductor, K. C. Division | Reported broken arch bar on car in train, Laredo, March 9. | W. C. Givens, Superintendent |
| Pat Savage, conductor, K. C. Division | Discovered broken arch bar in train, Laredo, March 6. | W. C. Givens, Superintendent |
| Sodie Blake, conductor, K. C. Division | Discovered arch bar failure on car, West Yard, Feb. 13. | W. C. Givens, Superintendent |
| John Hunter, conductor, K. C. Division | Discovered arch bar failure on car in train, West Yard, Feb. 13. | W. C. Givens, Superintendent |
| John LeBow, conductor, K. C. Division | Discovered arch bar failure on car in moving train, Feb. 13. | W. C. Givens, Superintendent |
| J. D. Kite, brakeman, K. C. Division | While inspecting moving train, March 11, discovered oil box bolts missing. | W. C. Givens, Superintendent |
| Frank Bowes, brakeman, K. C. Division | While inspecting train, March 11, discovered defective equipment. | W. C. Givens, Superintendent |
| C. H. Deam, brakeman, K. C. Division | Reported broken arch bar on moving train, March 10. | W. C. Givens, Superintendent |
| Leo Lombardo, section foreman, Chicago Terminals | Reported broken wheel flange on car as he was passing on motor car. | C. L. Whiting, Superintendent |
| Leon Paradise, switchman, Chicago Terminals | Reported dragging brake beam on passing train. | C. L. Whiting, Superintendent |
| Frank Allen, operator, Byron, Ill. | Reported broken wheel rim on passing train, Feb. 22. | L. F. Donald, Superintendent |
| H. J. Smith, brakeman, D. & I. Division | Discovered chipped wheel rim in train 89, River Junction, Feb. 21. | L. F. Donald, Superintendent |
| Ambrose Grady, conductor, D. & I. Division | Discovered broken arch bar while inspecting train, Feb. 15. | L. F. Donald, Superintendent |
| F. Bilhorn, conductor, D. & I. Division | Discovered broken arch bar on car in train, Feb. 4. | L. F. Donald, Superintendent |
| C. R. Mowery, operator, Roundup, Montana | Observed brake sticking on passing train and notified conductor as caboose passed. | P. H. Nec, Superintendent |
| William Baxter, Duluth Division | While on siding for passing train, found 8 inches of rail broken out of frog on main track. | E. H. Bannon, Superintendent |
| A. T. Bishop, brakeman, Twin City Terminals | While inspecting train at Carlton, found broken arch bar, Feb. 25. | E. H. Bannon, Superintendent |

Our Business Getters

General Passenger Agent W. B. Dixon reports the following employes who have interested themselves in securing passenger business:

| | | |
|----------------------|--|----------------------|
| John Turney | Master Mechanic, I. & D. Division | Mason City |
| Miss Kennedy | Auditor of Expenditure's Office | Chicago |
| Mrs. W. E. Bartlett | Wife—Engineer, Superior Division | Green Bay |
| Mr. Considine | Asst. Comptroller's Office | Chicago |
| D. P. La Roux | Agent | Crystal Falls, Mich. |
| Mrs. W. E. Brown | Wife—Engine Dispatcher | Mason City |
| S. G. Grace | Asst. General Freight Agent | Chicago |
| John L. White | Telegraph Department | Chicago |
| Mr. Tims | Gen. Agent Freight Dept's Office | Chicago |
| A. H. Davies | Auditor of Expenditure's Office | Chicago |
| G. D. Holmes | Agent | Grass Range, Mont. |
| W. H. Hunter | Conductor | Spokane |
| John Johnson | Section Foreman | Rathdrum, Idaho |
| Chas. Lillwitz | Clerk | Spokane |
| A. A. Mueller | Checker Clerk | Spokane |
| Henry E. Harris | Checker | Spokane |
| J. A. Strohmeier | Freight Auditor's Office | Chicago |
| H. E. Bernadick | Steward—Southwest Limited | Milwaukee |
| H. J. Kelly | Conductor | Chicago |
| R. F. Landis | Steward—Dining Car Department | Chicago |
| F. A. Stouly | General Car Foreman | Chicago |
| Miss Dorothy Gruber | Central Typing Bureau—Fullerton Avenue | Chicago |
| H. H. Hawkins | Steward—Dining Car Department | Chicago |
| R. T. McSweeney | Export & Import Agent | Chicago |
| Mrs. Fred J. Penford | Wife—Machinist | Green Bay |
| Mr. Bennett | Union Station Information Bureau | Chicago |
| Edward Hendricks | Brakeman | Green Bay |
| Geo. O. Fixen | Rate Clerk—Local Freight Office | Mason City |

A. F. Mason, passenger brakeman, on Coast Division, turned in a tip which resulted in sale of a ticket and shipment of household goods to Washington, D. C.

Charles Negley, clerk, furnished traffic tip

that resulted in sale of a ticket, Tacoma to Miles City and return.

W. F. Coors, Tacoma, furnished traffic tip resulting in sale of ticket from Tacoma to Camden, N. Y.

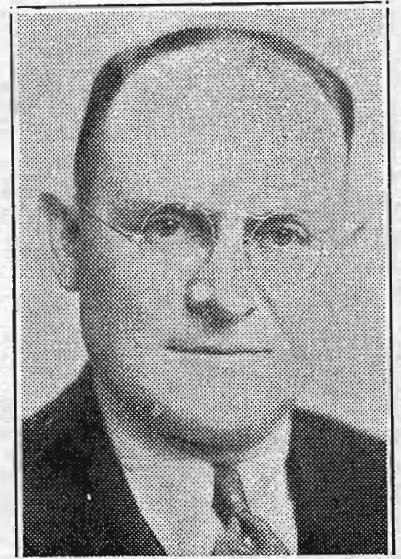
Pictures in Sand

DOWN around the Mississippi River in the vicinity of Marquette, Iowa, are sands of many colors hidden in the rocks and hills that border the river; and out of these multicolored sands Mr. J. A. Adams, Iowa Division trainman, creates pictures of artistic merit and beauty. How does he do it? He has the soul of an artist and the deft hand of an artificer. The following from a Mason City paper tells something of the story and the pictures themselves produced in little glass cylinders establish Mr. Adams' right to a place in the artists' honor roll.

"White birches mirrored in a rippling stream over which float soft white clouds, the vast span of the huge bridge across the Mississippi at Marquette, a chaste little bunch of flowers surrounded by a border of geometrical de-

sign—such are the things pictured by J. A. Adams, railroad brakeman, master of one of the strangest arts in the world. For Mr. Adams works in sand, ever the symbol of change and inconstancy, and out of this fickle medium creates, all in the confines of little glass bottles, delicate pictures colored in the natural hues of the painted sand found along the Mississippi." One of his most pretentious works is a picture of The Olympian train going through the Montana Canyon, and another is the new highway bridge at Marquette. These pictures use 27 shades of sand, all natural except the blue that he has used, which he colored himself. It took between 45 and 60 hours to do each one of these pictures, he said.

Mr. Adams' work has been favorably compared with that of Andrew Clemens, the great master of the art, and



J. A. Adams

whose pictures made from the colored sands brought from pictured rocks on Lake Superior, gained for him world-wide fame. Mr. Clemens died in 1894 and the art seemed to have died with him until Mr. Adams demonstrated the artistry of his work. "How do I do it?" says Mr. Adams, "Just with a spoon and a little sand. You have to pack it down hard and keep it packed, so that it doesn't shift." And Mr. Adams asked about his training, said, "No, I've had no training, and no training in art at all, for I didn't get to school much, but I like to draw and paint some in oils and water color. I make copies mostly, but I sometimes sketch things I see." The little bottles or cylinders into which he packs the sand with such wonderful results, are about six inches long and the finished pictures are "as attractive as cloissonne vases."

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

| | | | |
|--------------------------|---|------------------------|---|
| Guy E. Sampson..... | Train Director, Bensenville | Claire E. Shappee..... | Care of Western Traffic Manager, Seattle, Wash. |
| A. M. Dreyer..... | Fullerton Avenue, Chicago | Gertrude Alden..... | Care of Superintendent, Spokane, Wash. |
| 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, Mobridge, 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. Maxeiner..... | Agent, Lewiston, Mont. |
| H. J. Montgomery..... | Drafting Room, Milwaukee Shops | R. R. Thiele..... | Raymond, Wash. |
| Mrs. Edna Bintliffe..... | Care of Trainmaster, Mitchell, S. D. | Anne Evans..... | Care of Superintendent, Madison, Wis. |
| E. Stevens..... | Care of Superintendent, Savanna, Ill. | | |
| A. E. Jerde..... | Care of Chief Dispatcher, Montevideo, Minn. | | |

West I. & D. Division

Edna Bintliff

WE regret to report that Superintendent Ingraham has been confined to his home during the past week due to sickness. We all hope he may make a speedy recovery.

A. W. Novak, General Boiler Inspector, and A. A. Edlund have been at Mitchell the past few days inspecting locomotives.

Friends of A. M. Martinson were glad to see him the other day en route to assume his new duties as Master Mechanic at Aberdeen, South Dakota.

Mrs. James Goss, wife of Mr. Goss, boiler-maker helper at the Mitchell Round House, passed away March 8th. Sympathy is extended to Mr. Goss in his great loss.

Account of the Running Water Line being discontinued Engineer Geo. Gowling is back at Mitchell. Welcome back, George; we are glad to see you again.

The family of Charles Griffen have been quarantined with scarlet fever for the past six weeks and Charlie has become somewhat of a tramp. However, the round house forces have been taking good care of him.

Machine Helper Alfred Clifford has been on the sick list for the past three weeks. We wish him a speedy recovery.

We were all very sorry to learn of the death of Mrs. O. L. Hopkins, who was one of the victims of the typhoid epidemic at Chamberlain.

Sympathy is extended to Mr. Martin Olson and family in the loss of their daughter, Mrs. Linton Hildebrand, of Fulton.

Mr. D. B. McCord, representative of the URT refrigerator service, from Milwaukee, was a Mitchell visitor recently. Mr. E. L. Rummel and Mr. D. S. Westover accompanied Mr. McCord upon this trip. We understand that they made several very interesting inspection tours in this vicinity, and found Mitchell to be a live as well as an interesting town. Mr. Platt, Chief Dispatcher, acted in the capacity of host during this visit, which proved to be a pleasant occasion.

The social chairman of the women's club at Mitchell is to be congratulated upon the success of the card parties which she has sponsored every two weeks in the women's club room.

We were all sorry to have Emma Reyner leave us again. She is now working at Rapid City.

Mr. Harold Roark and wife are newcomers to Mitchell, Mr. Roark being employed as a ticket clerk. We are glad to welcome them to the Milwaukee group at Mitchell.

Since our new President has started us out with a new deal, sending us a dandy snow storm on the evening of his inauguration, and since Jerry has already taken up the "back to the farm" movement, there has been quite an interest shown in moving the Mitchell office out to

Jerry's ranch. It would really be quite a simple matter to connect up the loud speaker with the barns, and in between receiving the "37," Fay could call the hogs, etc. EHP could get a walking plow and just push it ahead of him up and down the tracks; Helen could be official dietitian for the chickens, and Florence could keep all records of milk, butter, onions, etc.

We would suggest, however, that it might be well to censor our language if we expect the best results from this venture. There is some question whether the bovine section of the farm could endure the language which sometimes is heard around the premises at the present time.

A son was born to Francis McMahon and wife, of Mitchell, recently.

The Armour Creamery Company, of Mitchell, has an order for almost twice as many frozen eggs as they put up last year. This all means more business for everyone connected with this company.

We are all glad to see Mr. G. B. Foote among us again. Mr. Foote was very ill with typhoid for the past eight weeks.

Dubuque-Illinois Division Second District

E. L. S.

DUBUQUE SHOPS lost three employes effective March 1st. Mr. F. Fernstrom, General Foreman, was transferred to Ottumwa as Roundhouse Foreman. H. T. Dersch, Traveling Engineer, transferred to same position, with headquarters at Aberdeen. Lloyd Moore, Perishable Freight Inspector, transferred to same duties at LaCrosse. We regretted to see these employes go, but perhaps they will return to their respective positions at some future date; in the meantime, we wish them success at their new work. Mr. Pat McGough is now Roundhouse Foreman at Dubuque Shops.

Mr. John Lane, formerly Lineman, Dubuque Division, has returned to that position recently, after having worked extra on various divisions.

The banking moratorium caused quite a bit of embarrassment here as elsewhere, and there was a wild scramble for a little cash for a few days.

R. McGovern, Time Inspector, was in Dubuque on business March 10th.

The infant daughter of Agent H. A. McKinney is seriously ill, and we sincerely hope will recover soon.

Yardmaster Wilkinson was barred from his home fore part of March, due to his son having smallpox, but at this time his son is improving nicely. Quite a number of the Shopmen's families are afflicted with this malady.

The Milwaukee R. R. Women's Club will

soon make a drive for memberships, both voting and contributing, the new year commencing April 1st, and hereby solicit your support if you are working at all regularly, as the Club at Dubuque has and is doing a great deal of relief work among the many shopmen, especially for those who have been out of employment for so long a time.

Let's keep up our good Safety First record. At this writing our Division has gone 270 days without a reportable injury.

Union Street Chicago Chatter

By the Senator

HELLO, everybody!

Good business sense says: "The man who halts on third base to congratulate himself failed to make a home run."

Mary Smith, the second half of the Bensenville farmers' duet, arrived in the office the other morning, tripping along as though walking in the clouds. Her actions were so suspicious that an investigation was made and yours truly was dazzled by a diamond ring on her finger. Yes, sir, folks, Mary Smith is engaged and has promised that everyone will share in a good big piece of cake. Of course, yours truly gets an extra piece. Best wishes, Mary!

Madam Grundy certainly had the tongues wagging the other morning when Ray Hoffman was seen in the depot and leaning heavily on one arm was Helen Williams and on the other arm was Catherine Martin. Tagging on behind we noticed a red cap heavily weighed down with two overnight bags. Now, folks, don't be alarmed, as I received the story straight from the porter on the train who tells me that Ray and the two girls were picked up some where near White Lake but later corrected himself and said Gray's Lake. He said the three evidently had been tramping through the forest for a considerable distance and were very tired, their car having broken down while en route home. I asked the porter if that was all the story and he said: "Yes, but, Mister, there is something I can't understand." I said, "What's that?" and he said, "Well, that fellow told me that when I reached Glen View to awaken him, but you know I stood by the window and looked and looked and for the life of me I couldn't see any houses until we reached Edgebrook Manor." That's what people get for living in hick towns.

Now, folks, the announcement you have all been waiting for—Union Street's Wonder Girls' Basketball Team.

Center honors go to Mathilda Nauheimer, whose remarkable rowing game at center is due to her great rowing ability, developed while at Grammar School.

Forward honors go to Ella Roddy and Gussie (Got a sandwich) Wygand. Their long experi-

ence at the switchboard has fitted "Irish" and Gussie for finding the loop many times with their shots.

Guard honors go to Etta Bernstein and Edna Reiner. There two girls play a splendid game at guard and very often cause embarrassment to their opponents by taking down the baskets and going home with them before the game is over.

The captain and coach is none other than Walter (Jig-saw) Seiler, exponent of jig-saw puzzles and ping-pong. Many of the plays are fashioned after such puzzles, causing extreme embarrassment at times to the girls and very often you find them putting baskets in the opponent's goal.

Water boy and trainer honors go to Oscar Nelson. Oscar, who is nick-named "Ossie" by the girls, is very popular and, really, it is a good thing that his wife does not come to the games.

Inasmuch as no enrollments have been received by the Editor for the EATING CONTEST, Gussie (Got a sandwich) Wygand has been declared champion of the Milwaukee Road.

Iowa and SM V. J. W.

THE many friends of retired Engineer William Anderson were grieved to hear of his death February 24th, at the home of his cousin in La Crosse. Mr. Anderson was seventy-nine years of age and was a veteran of more than fifty years' service. His service dates back to the early seventies when the SM shops were located at Hokah. Mr. Anderson had made his home in Austin for the past 45 years until five months ago when he moved to La Crosse. Funeral services were conducted at Austin Sunday, February 26th.

We were also sorry to hear of the passing of another veteran, Valentin Larkiski, who passed away at the Owatonna City Hospital, February 16th. Mr. Larkosko was 81 years of age and had followed railroad construction work with the company for 43 years prior to retiring several years ago.

John Bradley, another veteran of 48 years' service with the company, died at Bryant, S. D., January 5th. Mr. Bradley was 71 years of age at the time of his death. He came west from Wisconsin with the railroad construction crew and was made foreman in 1884. He had served as foreman at Langford, Bristol and Wessington Springs before coming to Bryant. Mr. Bradley retired from active service March 1st, 1932.

Conductor Wm. Kilgore returned early in March from a two weeks' visit with relatives in the state of Washington.

Engineer Henry Burns is taking leave of absence account of sickness.

Mr. and Mrs. M. D. Hoff were called to Glen Haven, Wisconsin, February 17th, to attend the funeral of Mrs. Hoff's brother-in-law.

Engineers Chas. Gillice and John Nihl are back from trips to California.

Richard "Dick" Cullen reported back for work March 1st, after having taken the winter off.

Letter Olson, side table operator at Austin, bid in the station at Wessington Springs, S. D., making the change March 7th.

Operator H. L. Olson of Lanesboro bid in a truck at Jackson.

Operator J. E. Theophilus of Lakefield has bid in the station at Okabena.

Agent C. R. Parker of Pratt is back after six weeks in California.

Agent W. C. Hickey of Rosemount is back to work after several weeks' illness.

Mrs. Armetta Lane, 2nd trick operator at Faribault, is taking a few weeks off.

The many friends of Blake Williams, formerly of the Austin freight office, will be glad to hear of his appointment as Manager of the Duluth Office of the Underwriter's Adjusting Co. Blake left the freight office several years ago to take a position as staff adjuster with the Underwriters.

Bookkeeper Dennis Sheehan of the Austin Shops,

GOOD WILL

ONE OF THE
CHIEF ASSETS

IN ANY
BUSINESS

HANDLING OF
FREIGHT
WITHOUT
LOSS OR DAMAGE
WILL NATURALLY
RESULT IN A
CONTINUATION OF
GOOD WILL ON THE
PART OF OUR
PATRONS

THINK AND
PRACTICE
CLAIM
PREVENTION

is back after a couple of months visit with relatives in Cumberland, Md. "Denny" returned just in time to enjoy some of our real winter in February.

Ticket Agent John Schultz is taking an extension of his leave account ill health. Howard Rafferty is relieving in the ticket office in his absence.

While Asst. Ticket Agent Harold Scott has frequently been identified in benevolent and constructive work in our city, we were surprised to learn that he had joined the group of contributors to the "paving fund", but when the justice gave him the choice of "one dollar and costs" or "three days at hard labor" Scotty decided to buy a few blocks for the pavement. However, Scotty showed his true Milwaukee spirit by inviting the guardian of the "stop and go sign" to ride along to court and after the contribution had been recorded, the arm of the law was also invited to attend the annual smoker and feed being promoted by the Austin Municipal Golf Course. Needless to say he accepted and a good time was had by all.

Kansas City Division C. M. G.

THURSDAY evening, February 23, engineer T. F. E. Orvis was honored at a dinner given in the Ballingall Hotel. A letter of commendation was read from A. Johnston of Cleveland, Ohio, grand chief engineer of the Brotherhood of Locomotive Engineers, by R. C. Oakes. Mr. Orvis was awarded a 'forty-year' pin by the grand council of the brotherhood, presented by Clyde Dornsife. He and his family were honored guests of the evening and were introduced by C. W. Becker, who was named toastmaster by C. L. Stutsman. Mrs. Wm. Woodrow presented roses to Mrs. Orvis. Following the dinner a program was presented. Mesdames G. L. Tucker, J. E. Palmer and C. D. Smith composed the committee in charge of decorations; tables were attractively decorated in spring flowers and candles.

The death of Miss Hannah Comiskey occurred on March 8 at the home of her sister Mrs. George Kissinger, Ottumwa, where she had made her home. Funeral services were held on Thursday morning, following which the remains were taken to Cedar Rapids and burial in Kenwood.

R. O. Clapp, dispatcher, is confined to his home account illness. He is being relieved by H. G. Barnard. M. L. Fromm is back on the position of operator in the dispatchers' office. Lloyd Cailoway is temporarily relieving agent P. H. Fluck at North English, Ia.

From all reports engineer Elmer Rudolph is having a "real time" in Hot Springs, Ark.

The news of the marriage of Hazel Jones and G. C. Stickler of the District Accounting office, Chicago, formerly employed in the office of superintendent, Ottumwa, came as a surprise to their many friends and former co-workers. We all wish them much happiness and prosperity.

Frank Fernstrom came to Ottumwa from Dubuque as roundhouse foreman, West Yard, succeeding F. L. King, who was transferred to Savanna, Ills.

Mr. and Mrs. Ed. Grayson returned from California just a few days prior to the earthquake. They spent the winter with their daughter Mrs. R. D. Temple in Anaheim, Calif. Word was received by them on the day following the earthquake that their daughter's family escaped injury; however, every dish in the home was broken and other slight damage done.

A daughter, Shirley Claire, was born on February 25 to operator W. Claire Wright and Mrs. Wright.

Superintendent W. C. Givens is driving a real spiffy new car—"The Blue Streak", better known as a Terraplane Eight.

P. J. Weiland and family returned on March 13 from Bridgewater, S. D., where they were called on account of the serious illness of his mother. Her condition is much improved and she has been removed to her home from the hospital.

Rocky Mountain Division Northern Montana

Max

LEWISTOWN has been the center of a number of hearings conducted by the Montana Railroad Commission in connection with applications of a number of parties for permits to operate bus and truck lines in this territory. The commission is also conducting a hearing in the application of the Milwaukee Road to curtail the service on the Winnett Line. Hearings are also being held at Hilger, Danvers and Judith Gap in connection with application of the railroad company to discontinue maintaining agencies at those points.

The Montana State Legislature did not pass any legislation to speak of in connection with curtailing the operation of busses on the highways.

Mrs. M. E. Randall and infant son have returned from a visit with Mrs. Randall's mother at Yakima, Wash.

Born to Mr. and Mrs. Robert G. Randall, of Great Falls, a daughter.

Mrs. H. C. Brisbine, of Great Falls, has returned from Kellogg, Idaho, where she was called account of the serious illness of her brother.

Division Freight & Passenger Agent M. E. Randall reports a 17 per cent increase in business on the Northern Montana during January over last year. The flour mills at Great Falls and Lewistown, he says, running full time helped to swell the January business.

The many friends of Engineer John Williams will be sorry to learn that the trip to California was not beneficial to his health. After undergoing an operation he was brought back to Lewistown where he is confined to his bed.

A number of changes were made in the station force at Lewistown caused by a reduction which took the telegraph operators from the yard to the passenger station. The position of ticket agent, held so long by G. G. Coonrad, was abolished. The Continental accounts were turned over to Agent Maxeiner. W. J. Thompson and George L. Beall are now handling the tickets and telegraph work at the passenger station. The work at the yard is being done by Henry Bertrum and William Retallick of the freight house.

Mrs. Anna Reuther, extra clerk, is visiting with her mother at Waubay, Wis.

C. R. Strong, roadmaster on the Idaho division, headquarters at Spokane, Wash., has been assigned to a similar position with headquarters at Lewistown. Former Roadmaster George Fritsen goes to Issabelle, South Dakota.

Chris. Matthews, of the mechanical department, was the victim of an automobile accident on the Spring Creek road. He was in the hospital for about a week.

"Papa" Randall, division freight & passenger agent has been in Lewistown in attendance at hearings conducted by the State Railroad Commission.

Dan York left for Seattle, Wash., where he will visit for several weeks.

Mr. and Mrs. Iver Twile and daughter left for Bozeman, where Mr. Twile will engage in work connected with the U. S. Government.

Mrs. A. H. Keeler who has been visiting friends in Miles City has returned home.

Engineer Crockett is back from Moose Jaw, Canada.

Ray Fritsen, who has been employed in Los Angeles Calif., returned to Lewistown.

D. & I. Division Notes First District

E. S.

MR. W. B. SPECK, well-known resident of Savanna, died at his home, March 15th, after an illness of nearly two years. Mr. Speck entered the service of the Milwaukee Railroad Car Department as a car repairer on May 7th, 1897, and was retired with a pension on June 22nd,

1931. Surviving are his wife, six sons and one daughter. Sympathy is extended to the family of the deceased.

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

Mr. and Mrs. Bert Follett, Switchman, Savanna, account the death of the former's father, Mr. C. N. Follett, whose death occurred in Mason City, Iowa, March 12th.

Mr. and Mrs. Sylvester Alden, Savanna, account the death of Mr. Alden's sister, Mrs. Leola Pierce, whose death occurred in Savanna, March 13th.

Conductors C. A. and Harry Nicodemus account the death of their mother, Mrs. Harriet B. Nicodemus, whose death occurred at Forrester the early part of March.

Mr. Harry J. Hoffman, car inspector at Savanna for more than 20 years, died at his home March 13th, following a short illness. Left to mourn his passing is his wife and a number of brothers and sisters. Sympathy is extended to the Hoffman family and relatives.

Mr. Charles Helder, former B&B Department employee on the First District, died March 1st at Covington, W. Va. The funeral services were held at Wardensville, W. Va., with interment at that point. Sympathy is extended to the widow and children. The Helder family were residents of Lanark, Ill., for many years and have many friends in that vicinity as well as among the Milwaukee employees.

Conductor Roy Hixon, of Milwaukee, Wis., visited with relatives and friends at his old home town, Lanark, Ill., during the week of March 13th.

I really believe the depression is over—received some voluntary contributions to the news items—many thanks to those who did send them in and hope others will please note and do the same. Every little item will be greatly appreciated.

SAVANNA YARD

With Easter coming on when the ladies will want to be out in gay colors, would like to call their attention to the fact that there is a certain fireman on the D&I Division who has the world beat when it comes to introducing a new shade for the coming season. He has a suit of over-all of a pinkish-lavender shade—talk about pink elephants!—pink overalls take the prize. Anyone interested in this color scheme for overalls, call White 281. Bill or Ann will be only too glad to tell you how this color may be obtained.

The jig-saw craze has taken the country by storm. For the information of those who are just starting out on these puzzles, would like to state that when you get stuck, call Blue 397 and Mike will gladly help you out. Mike is an expert when it comes to working these puzzles for he sits up to all hours of the night working them.

The force in the Superintendent's office has received strict instructions from Traveling Auditor P. J. Kirwan, that everyone is to report at the office March 17th with the right shade of green on—that he will check us up just like he checks the Agents' requisitions. Expect that on that day Mr. Kirwan will register at the Gydeson Hotel as being from Dublin.

The baseball fever certainly has got a good grip on the baseball fans at Savanna and efforts are being put forth to have lights placed on the ball diamond in Old Mill Park, so that "Kitten Ball" can be played during the twilight hours. Various departments of the railroad are forming teams, also a number of teams are being formed among the townsmen of Savanna, so we really expect to see some real baseball games.

Mr. C. J. Kleeman, former Division Accountant at Savanna, visited a few hours with his Savanna friends, March 16th, enroute to Dubuque, Iowa, to dig around in the archives at Dubuque Shops for some old and necessary records.

Fullerton Avenue Building

A. M. D.

WE WISH to call your attention to an article published in last month's magazine, page 6, under the caption "Real Supporters of the Ship-by-Rail Movement." It refers to the Olson Rug Co., of Chicago, who use only rail transportation in the conduct of their business. Why not get behind this company, not only by making all rug purchases from them, but also by encouraging your friends to do likewise.

Mrs. Fred Brauer, formerly Gail Kennally of the Ticket Auditor's office, is the proud mamma of an 8-lb. baby girl. The baby was born at the John B. Murphy Hospital on Feb. 24, 1933.

We met another old timer—Mary Tonner, also of the Ticket Auditor's office—who informed us that she is now the mother of five children. God is good to the Irish.

John M. Robertson, of the Freight Auditor's office, who was pictured in the February magazine receiving congratulations from Mr. W. F. Miller, our Freight Auditor, for his 51 years of service with the Milwaukee, passed away March 5, 1933. His fellow workers wish to extend their sincere sympathy to members of his family.

In order to contribute toward the success of the American Railway Bowling Tournament at Toledo, Ohio, the Freight Auditor's Bowling League entered the Kansas City team, captained by E. Wayrowski, and the Milwaukee team, captained by A. E. Peterson, and by the time this appears in print we will know the results of their efforts.

Harry Krumrei, of the Ticket Auditor's office, who last year rolled into "heavy sugar" with the Joe Voss Belter team in the American Bowling Congress, has again entered and will roll with the Nelson Roofing team. Here's hoping, Harry.

Although the space in this magazine allotted to the Fullerton Avenue Building is small, we have a good deal of trouble filling it. Why not take some interest in assisting us in making this column a newsy one? If you see or hear something which you think is real constructive news, make a note of it and on or about the 14th of each month send it in. Please do not send in items of a personal nature. We have had to make one public apology and have been threatened with physical violence due to articles, apparently innocent enough, but which proved to be hidden personal affronts, to employes in the building.

Iowa (East) Division

John T. Raymond

CONDUCTOR F. B. Cornelius was off duty two trips, relieved by Conductor W. I. Farrell on Trains 7 and 8 between Marion and Omaha.

Conductor Elmer Shook was off duty several trips account sickness. Conductor A. E. Young relieved him on the Davenport-Monticello way freight job.

Conductor J. F. Higgins was off duty for several trips on Trains 7 and 8 between Marion and Omaha on account of the serious illness of his grandson.

Brakeman J. F. Hunter, who runs on 7 and 8 between Marion and Omaha was off duty several trips, relieved by Brakeman O. O. Keickhafer.

Train Baggage man C. H. Hayward was off duty several trips on account of illness.

Brakeman George Price, who has been braking on the Dubuque-Nahant job for several months has been relieved by a senior man and has returned to Marion and is doing extra work out of Marion.

Engineer G. W. McRae has returned to Marion from Excelsior Springs where he has been for several weeks on account of his health. He is feeling pretty good again and expects to resume work soon.

Mr. and Mrs. Grant Dahl of Savanna were week-end guests March 4th in the home of Mr. and Mrs. A. J. Elder, Marion.

Agent H. P. Thompson of Lyons has been in a hospital for some time and his recovery has been slow. Mr. Thompson has been a fine representative of the Milwaukee Road at Lyons for a long while and his enforced absence is much regretted.

Mr. and Mrs. Harry Vandercook of Deer Lodge, Mont., arrived in Marion the morning of March 10th, called there on account of the illness and death of Mr. Vandercook's mother.

Mrs. Jennie Vandercook of Marion passed away at her residence Saturday, March 11th, after a long illness. Mrs. Vandercook was the widow of Conductor G. H. Vandercook and the mother of Conductor Harry Vandercook of Deer Lodge, Mont. She was much interested and active in the Milwaukee Women's Club, having served at one time as president for two terms; also served as chairman of Welfare Committee. The funeral was held Tuesday, March 14th, and the remains were interred at Oak Shade Cemetery, Marion. Her death is much regretted by a wide circle of friends. The Milwaukee Magazine extends sympathy to the surviving members of the family in their bereavement.

Jack Higgins, son of Frank Higgins of Marion, has been seriously ill at a Cedar Rapids hospital and at this writing is reported to be improving.

Splinters from the Wooden Shoe

Browning

NEWS—I just wonder what that could mean; there certainly isn't any around here. The only news we have is the banking situation and now that that is all fixed up, I don't know what it will be next, but from all the conversation lately about the beer wagons driving up to some of the front doors I guess that is the next thing. Our Chief Dispatcher says that he is going to get the first case that is manufactured in the city of Green Bay and we wonder how long that will last when some of these fellows around here see that beer wagon driving up to his front door.

Conductor J. R. Krause from Channing is doing a lot of fox trapping and understand that he cleared around \$241.00 in the month of January. Thos. Tuel being very anxious to get in on this streak of business asked him what kind of bait he was using and he advised that it was citron. After getting this information we under-are anxiously awaiting the news regarding stand that Tuel's back yard is full of citron and his catch. If it works we surely feel sorry for some of the yards and we know that there is going to be an increase in the citron business.

Our most sincere sympathy is extended to the families of the following employes who passed away during the month of January:

John Van Oss, Carman.
Jules Depeaux, Carman.
Albert Schaeffer, Engineer.
C. J. Thiele, B&B Foreman.
J. A. Parkinson, Engineer.
Robert Parrott, Switchman.
Otto Beck, Brakeman.
John Schreck, Brakeman.
Gasjard Joachim, Carman.

These were all veteran employes, having service dates of from 25 to 40 years service.

Roy Downs, our genial Night Roundhouse Foreman, is reported getting along just fine after having a very serious accident about a month ago. He was driving home from work when he was struck by an automobile and seriously injured. He was confined to the hospital for about two weeks but is now up and around again. He has not yet returned to work but hope to see him around soon.

Fred Krug is still off account of sickness. Fred has severed connections with Green Bay and is now a resident of De Pere.

The New Hub of the I. & D.

Wm. Lagan

BRAKEMAN W. E. Penrod is seriously ill in the Methodist Hospital at Sioux City, Iowa.

Operator C. C. Smith has returned to Sioux Falls from a visit in Minnesota.

Switchman P. W. Collard of Sioux Falls, has been called to Long Beach, Calif., on account of the serious illness of Mrs. Collard's mother.

It is reported that Joe Griller, former ticket clerk at Sioux Falls, is to be transferred from the Detroit office to Sioux City, Iowa.

Miss Laura Sievert, bill clerk at Sioux Falls, made a short visit to her parents at Mountain Lake, Minn.

Dick Gorman has returned to work in Sioux City after being on the sick list for several weeks.

Jess Hartson, former relief agent on our division, was married the latter part of February in Sioux Falls. Mr. Hartson is now an auditor with the City Service Oil Co., at Albert Lea, Minn.

We are sorry to report the passing of Mrs. Melvin Berg, wife of Melvin Berg, former pumpman at Scotland, S. D.

Mr. and Mrs. Earl Colgan, of Sioux Falls, announce the birth of a seven-pound son March 5th.

Wisconsin Valley Division Notes

Lillian

MARCH came in like a Lamb and it can be expected to go out like a Billy Goat.

Potawattemie Lodge on Tomahawk Lake will be host from September 6th to 9th, inclusive, to the 27th convention of the Alpha Kappa Kappa Medical fraternity. The convention comes to the Heart o' the Lakes region through the invitation of Dr. John P. Sprague. Resort men and business men from all sections of the Heart o' Lakes region met at Minocequa to learn the details of the new Heart o' the Lakes Association which is being organized by Joseph Mercedes. All of the surrounding territory was well represented. The association will be operated exclusively for the promotion of resort and business interests affiliated with it. It is also proposed that a club will be formed, the purpose of which will be to encourage a spirit of service hospitality and courtesy toward vacation visitors to the end that every vacationist who comes to the lake country will be fully satisfied with his stay and will leave the country as a booster.

Mrs. B. F. Enckhausen spent a short time visiting relatives at Milwaukee.

A kitchen shower honoring the approaching marriage of Lucille Bird to Edwin Goetsch was given at the latter's home on the evening of March 4th. Schaiskopf provided the evening's diversion. Prizes were awarded Mrs. Frank Voeltzke, Miss Nina Hunt, Emil Goetsch and Elmer Blank. Another shower was given for Miss Bird at the home of Mrs. Frank Voeltzke Tuesday afternoon, March 7th.

Miss Loraine Randby of Merrill entertained at Bridge on Tuesday evening in honor of Miss Inez Genrich of Wausau.

Wisconsin University Basketball team played Stevens Point at Wisconsin Rapids on Feb. 28th. Special sleeper left Madison at 12:45 p. m. Monday, Feb. 27th, returning to Madison at 7:00 a. m. Feb. 28th.

Effective Feb. 27th No. 106 will arrive at Wausau at 10:35; a cafe observation car will be operated between Tomahawk and New Lisbon on 105 and 106. First class meals as well as off tray lunches will be served on these trains at reasonable rates. The car is an added attraction to these trains and is being well patronized.

The Annual Ski Tournament was held at Wausau on Sunday, Feb. 26th. Spectators saw some real thrills, as many of the riders set new records. The Wau-Ski-to-hill is one of the finest in this section of the country and these out-door events are very popular.

Mrs. C. B. Carmen, president of the Minocequa Women's Club, spoke on the work of the club

RAILROAD MEN VOTE FOR THIS PIPE TOBACCO

**Edgeworth Smoking Tobacco
The Big Favorite
Because of Its Flavor**

We have had "check-ups" made among railroad men in roundhouses, terminals, shops, etc., many times and often find that from one-half to three-quarters of the pipe smokers use Edgeworth. We are proud of this record of Edgeworth among railroad men and assure them that the quality and flavor of Edgeworth never changes.

Any man who smokes a pipe has probably tried many brands of pipe tobacco. He is always searching for the one brand he thinks will be the best of all.

That's why we urge men to give Edgeworth a trial. It has a flavor unlike any other. For thousands of pipe smokers it is the end of the search for smoking satisfaction.



"Check-up among railroad men shows strong preference for Edgeworth"

And remember: it is a big mistake to spoil your smoking happiness just to save a few cents. Get the tobacco you like. Edgeworth is 15¢ for the pocket package. Other sizes up to the pound humidor tin. Just say "Edgeworth" to your dealer. Made and guaranteed by Larus & Bro. Co., Tobaccoists since 1877, Richmond, Va.

EDGEWORTH
SMOKING TOBACCO

Greet **EASTER**

with a new suit from the fine selection now available at new low prices.

JOSEPH KAHN

Est. 1904

Union Station

Chicago

before the Kiwanis Club at their regular luncheon Tuesday night.

Mr. and Mrs. A. I. Lathrop, who have spent the past two months in Florida, are expected to return to Wausau about March 18th. Frank J. Love has been filling the vacancy of Agent at Wausau during Mr. Lathrop's absence.

Chicago Terminals

Guy E. Sampson

SPRING is here at last, and believe you me, we never did have as many different propositions sprung on us as we have in the past few months. First one would see business make an advanced stride to all of a sudden have the bottom fall out and no one knowing where they were at. First the optimist had reason to rejoice and before you could catch your breath the pessimists were saying "I told you so; we are getting worse and worse off every day." Then on the 2nd of March, those who had the opportunity to cash their paychecks realized that they were sitting pretty for another period but those who waited till the following day found to their dismay that the money world was tied up and the little cash they had left over from the month before would have to tide them over until matters became settled. While rich and poor were on an equal basis as far as getting ready cash was concerned, all are in hopes that after this storm, which has been brewing on the horizon for many months, is past, we may all find smooth sailing into the harbor of "Contentment and Peace" and that prosperity and plenty will again abound in this glorious old U. S. A. as well as the rest of the world. Well, we are still optimistic and know that better

times are ahead for all who have confidence in themselves and their neighbors.

Several of our employes have had death and sorrow enter their midst this month. Engineers Carl and Herman Beyer were called to attend the funeral of their uncle. Switchman Joe Blake and family were called to the funeral of Mrs. Blake's grandmother. Relief Yard Master Wm. Rands and wife witnessed the passing away of Mrs. Rands' mother and they accompanied the remains to Souix Falls, So. Dak. Mr. and Mrs. G. E. Sampson were called to Milwaukee to attend the funeral of a cousin, Mrs. William Wilson. In the death of Mrs. Wilson, another member of the Milwaukee family has passed on. Her father, Mr. Herman Hartwell, who died several years ago, was one of the oldest employes in the Milwaukee Railway shops at Milwaukee, her husband, Mr. Wm. Wilson, who died five years ago, was an Engine Dispatcher in Milwaukee and she still leaves one son, Mr. Arthur Wilson, who is an engineer in Milwaukee terminals. The sympathy of all employes is extended to all who mourn.

Mr. and Mrs. G. E. Sampson visited the E. J. Brown family in Milwaukee this month. The two men worked together on the Lax Div 25 years ago and to say that they enjoyed the visit would be putting it mild. Talks of the old days prevailed throughout that visit.

A daily invoice on our actions is necessary to insure Safety. Be sure and keep a close tab on every movement and always take the Safe course and you will help gain for your section of your department an enviable record. Always watch Bulletin Boards for announcement of Safety First meetings and then attend every one you possibly can. Instead of looking for an excuse for not going, be there and take an active part. It all helps you to avoid accidents.

Switchman Roy Hayden attended a great blowout the latter part of February. There was no big feed as this particular blowout happened on an auto trip and we are advised that Roy is now an ardent member of the Ship and Travel by Rail Club.

Bensenville round house employe George Montz was also called to Kansas City this month to attend the funeral of his brother.

Yard Clerk Elmar Harkness and family enjoyed a week's visit from Elmer's brother, Leroy, of Spooner, Wisconsin, this month.

George Hampton has returned to his position as second trick operator at tower B17. George has been acting as relief agent at Deerfield for a few months past. All glad to see you back, George.

The sympathy of all employes is extended to Engineer A. H. Pierron, whose wife passed away this month. She was a member of Milwaukee Women's Club, Bensenville Chapter.

Johnnie Holland, switchtender at Galewood, has been on the sick list most of this month. Come on, "Crickets," snap out of it and get back in the game as some of the telephone operators are missing your cheery "Hello."

Mr. Warren Lee, who has been a foreman in the Bensenville round house shops for a number of years, received notice March 13th that he would go to West Clinton, Ind., in the same capacity. Needless to say the family hate to leave Bensenville, where they have become so well acquainted.

The Ship by Rail Club are really "going places" and much interest is being aroused among employes as well as shippers in general. Getting business is one thing and keeping it is another. Argument will convince shippers that the railroads play an important part in paying the running expenses of the country and should be patronized wherever possible, but satisfactory service is what will keep that shipper on friendly terms and a continued patron of that railroad. We can all do a little soliciting, but we can all do a lot of 100 per cent service distribution. Are we all doing it, or are we letting George do it? Which are you doing?

Iowa (Middle and West) Division

Ruby Eckman

DR. M. L. ALLEN, for forty years company surgeon for the Milwaukee at Tama, died March 11th. He was seventy years of age and had practiced medicine for 45 years, at Tama.

Mrs. H. Marks, mother of Engineer Sanford Lones' wife, died at the family home in Perry the fore part of March.

B. B. Carlisle, for many years agent and operator on the Des Moines Division, died in Des Moines the latter part of February. Burial was made at Jefferson, where he was agent at one time.

Engineer B. H. Giles, who died at his home in Davenport the latter part of February, was buried in the family plot at Perry. Ben was an engineer on the Iowa division almost fifty years.

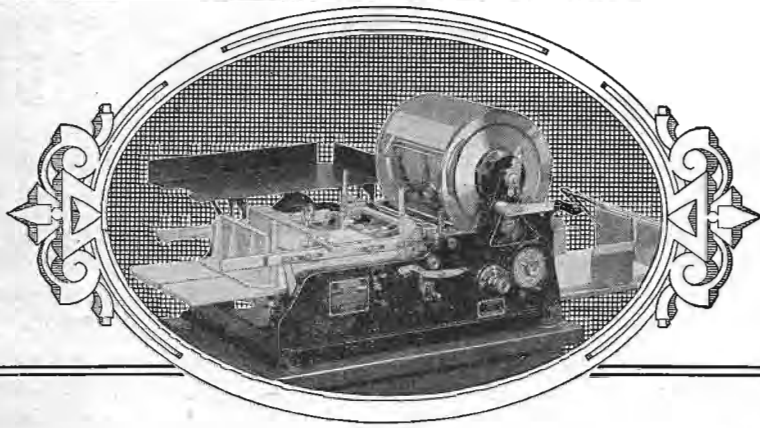
Arthur Merkle, son of Operator H. E. Merkle, who is a land scape gardener, recently had supervision of a four-day home and ground short course in Des Moines. He is serving at present as Chairman of the Des Moines Garden Club.

Oscar Woolson of the West division train service force, is a grandpa; this time it being a son who was born to Mr. and Mrs. Fred Woolson.

Dr. Eldvidge, Milwaukee company doctor at Perry, has been in the hospital for a major operation.

Friends of Ed Collins retired Chief Carpenter have been checking up on him a bit lately as to when he attended his last Safety First meeting. Mr. Collins moved to Persia, Iowa, after the death of his wife and has fitted up a work shop at his home where he spends many pleasant hours making small pieces of woodwork for his family and friends. While in the shop recently he got his hand in a buzz saw and badly lacerated several fingers. It doesn't count against the division safety record but we all think Ed should come in to the next Safety meeting.

Miss Marian Fox, daughter of engineer Owen Fox, was a member of a string quartette from Simpson College, giving a program over radio station WOI at Ames recently. Marian is an accomplished violinist. Another radio program of interest was one from Waterloo when the four young daughters of M. C. Jacobs gave a program of musical numbers. The girls range in age from 4 to 11. Mr. Jacobs worked for the Milwaukee as a clerk for a number of years. The



The one outstanding fact about the Mimeograph is that it is a money saver. As never before it is being used now by railroads throughout the country. Whatever you type, write or draw on its famous stencil sheet is turned into

clean-cut duplicates by hourly thousands. Tariff sheets, illustrated letters, yard bulletins, manifest reports, etc., at high speed and low cost! Write A. B. Dick Company, Chicago, or 'phone branch office in any principal city.



girls are nieces of Conductor E. B. Oehler of Perry.

Engineer Oscar Woods returned to work the middle of March after being off duty since before Christmas on account of sickness.

Thomas Beatty, of the Perry round house force, decided he was working too steady so took a week off the last of February and with Mrs. Beatty, went to Kansas City and St. Joe, Mo., to visit relatives and friends.

Conductor Fred Bolender's daughter and her family who live in Des Moines, were forced to flee from their home in Des Moines recently when the apartment building in which they lived took fire. They escaped without injury but lost their belongings.

Paul Anderson, a brother of Engineer Charles Swift's wife, left the middle of February for a two years' residence in Shanghai, China. He will be the foreign representative of a large construction firm.

General Round House Foreman A. J. Kressen and family were in Milwaukee the fore part of March to attend the funeral of a relative.

Brooks Cross, at one time a clerk in the agent's office at Perry, died the fore part of March. Brooks has been a newspaper man since leaving the service of the Milwaukee.

Attorney John Boyd, whose father was for many years a Milwaukee engineer on the Iowa division, is seriously sick at his home in Des Moines. John lost his eyesight while in the United States Navy, but in spite of that handicap, studied law and passed the state bar in Iowa and has been successful in the practice of his profession. His wife has been his constant companion and assisted him in gaining his education and in his work.

J. B. Wallis, traveling auditor, was called home from a trip to Pittsburgh, Pa., in March by the death of his sister at the family home in Mineral Point, Wisconsin.

T. W. Hayatt, agent at Linden, was called to Milwaukee in March by the death of a relative.

Miss Florence Hicks, a sister of Engineer E. C. Hullerman's wife, died at the family home in Clinton in March. Mrs. Hullerman had been with her a couple of weeks before her death. A number of the Milwaukee family, including Mesdames W. J. Moran, W. J. Courtney, J. E. Donahue, D. F. Sullivan, and E. J. Collins accompanied the Hullerman family to Preston to attend funeral services.

Friends in Perry were shocked March 1st to learn that Conductor George Cox had died suddenly while in Des Moines on a business errand. He had gone to a telephone booth in the court house to call a relative but died before he put the money in the telephone instrument. His remains were taken to Peoria, Ill., for burial. His brother-in-law, Homer Johnson, and wife, accompanied Mrs. Cox and the remains.

Mrs. James Cartwright, for nearly fifty years a resident of Perry, died at the family home February 21st. Mrs. Cartwright was an enthusiastic member of the Milwaukee Women's Club since its organization. While the condition of her health prevented her from doing much active work in the club, she gave willingly her financial aid and attended the meetings when she was able to do so.

C. A. Searight, for many years an operator at Council Bluffs, died at the family home recently. He was forced to retire from work in 1925 and for a considerable time was a helpless invalid.

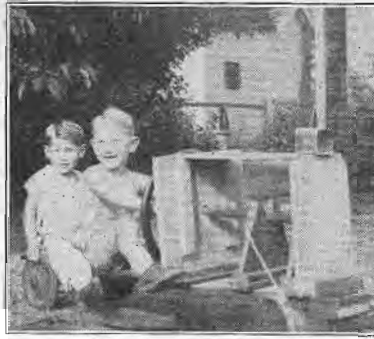
Seattle General Offices

Claire E. Shappee

SWAP: One rowing machine slightly used for pair of gloves for filing purposes. Apply E. J. 660 Stuart Bldg.

We are glad to see the smiling countenance of MacBarnhart of the General Agent's Office who is back again after a brief illness.

We are glad to welcome Mr. Hillman, General Agent, who has just moved from the Dexter Bureau Bldg., and is now located at 656 Stuart Bldg.



Julia and Kirby, children of John Pain, Passenger Department, Seattle, Wash.

Glenn Williamson, Rate Clerk of the Traffic Dept., has moved in from the country. He says he just can't get used to the City Lights as he has been living in darkness for several years.

Mrs. Victor Straus must be a "master mind" as her hubby "Vic" is still wearing his Christmas bandana.

Roy Jackson, Asst. Gen. Agt., has claim to more than one title; we understand he has been seen with his canvas, paint brush, etc., down on the seashore busy working away depicting the bathing beauties.

We are glad to learn that O. D. Richardson, who has been in the hospital, where he underwent an operation, has returned to his home. We wish him a speedy recovery.

Miss Vera La Fortuna, we are happy to learn, has recovered from a severe attack of the "flu."

Milwaukee Terminals

M. H.

ON MARCH 9th, occurred the death of Rev. Thomas Gardner, pastor of St. Paul's Church, 36th Street and St. Paul Avenue. For thirty years he worked among the railroad men in Merrill Park and built a beautiful church with their aid. He was a friend to every man regardless of creed and loved and respected by all who knew him.

Dispatcher John Johnson is home from the South where he passed the winter months and is ready for business again as young as ever.

Chief Dispatcher Jake Babcock passed his vacation in Florida, but got homesick and was back on duty in a week. Engineer C. E. Mudway, who accompanied Babcock on the trip, remained for another month.

It was with regret that the employes learned of the serious illness of our former Smoke Inspector Louis Doyle, who is confined to his home with double pneumonia. He retired two years ago to a much easier position on account of poor health. At last reports he is improving and we hope to see him in the service soon.

Engineer Paul C. Denis and family visited friends and relatives in Green Bay on Washington's birthday.

Engineers Guy W. Rhoda and Charles (Fogarty) Byrne have returned to duty after a very pleasant vacation in Cuba. Each brought a SOUVENIR from Havana, Rhoda two pet PIGS and Byrne the memory of the dancing girls of Havana with their tobacco leaves.

Boilermaker Wm. Barry had a fire at his home on 33rd St. in February. He was sick at the time and had been confined to the hospital since that time. We hope to see him back on the job soon.

Engineer Arthur E. Wilson has the sympathy of The Milwaukee family in the loss of his mother by death March 5th.

Wm. H. Mayer, who has had charge of the seal test cars for the last thirty years, died March 3rd at his home, 219 N. 67th St. He had been sick but a few days, and was an employe of The Milwaukee Road for 45 years. Funeral March 7th, interment at Highland

"If that's catnip
I'm a caterpillar!"

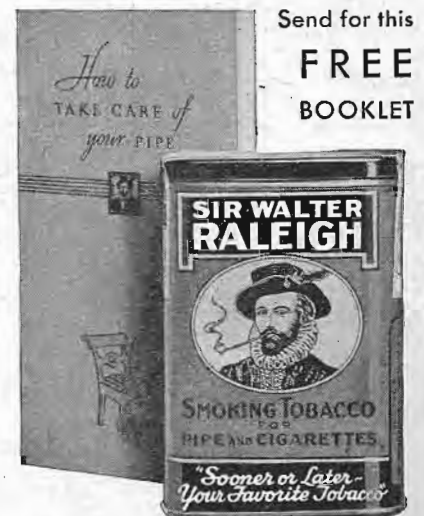


THE Colonel tried to be kittenish... but the result was catastrophe! There is one tobacco that domestic pets (from wives to kittens) run towards, not away from!

With Sir Walter Raleigh you are almost guaranteed a perfect smoke. Why the "almost"? Simply because no tobacco can overcome the handicap of a foul, unkept pipe. In a well-preserved briar there is just nothing like the satisfaction you get out of Sir Walter Raleigh's fragrant, mild mixture, kept fresh in gold foil.

Your nearest tobacconist has this orange and black tin of rare Kentucky Burleys. You'll agree with thousands of particular smokers that it's the cat's!

Brown & Williamson Tobacco Corporation
Louisville, Kentucky, Dept. K-34



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--None Too Big

Write Us for Information

The Webster Lumber Company

2522 Como Avenue, West
ST. PAUL, MINN.

Memorial Park. The sympathy of The Milwaukee family is extended to his family.

His friends on The Milwaukee Road are pleased to hear of the appointment of Engineer L. J. Griffith, C. & N. W. Ry., to the position of Road Foreman of Engines with headquarters at Huron, S. D., on the C. & N. W. Ry. He has some very good friends on The Milwaukee who wish him success on his new job.

Gustavus Goodman, Machinist Inspector third shift at the CHATEAU, was in Washington, D. C., to attend the inaugural ceremonies of President Roosevelt. He saw everything in Washington in the week that he was there, including the crowds of people. He advises that the Wisconsin delegation kept our genial Police Officer W. A. Scholl of Chestnut St. Yards in a state of wrath all the way to Washington by referring to him as Sol Levitan. Goodman asks, "Are we both JEWS?"

Yardman Michael Brady has been confined to his home with illness for the past two months. He is one of the old timers and we hope to see him back on the job soon.

You can't keep a good man down. Machinist Helper Robert (Bob) Fenner, assistant to Engine Inspector Wm. J. Masch, has been promoted to assistant to Foreman E. A. Ryan. Roundhouse No. 1. Machinist Helper Daniel Mackin will try to fill the place left vacant by "Bob," and we shall miss him at the CHATEAU.

Engineer Charles C. Wilson and Dispatcher Joseph Carr are both confined to their homes with SHINGLES. If you want to get a bunch, call on them.

A letter from Dispatcher Joseph E. Roberts advises that he has recovered from his recent illness and is able to see the sights of Long Beach, Calif. We hope that he and Mrs. Roberts escaped injury in the recent earth quake, as they expect to return to Milwaukee April 15th.

Engineer Harry Cummings has promised to buy a FOUNTAIN PEN as soon as the banks open for business and become a live member of the VETERAN EMPLOYEES' ASSOCIATION. Accordingly, Dispatcher P. L. Callahan has deposited his GOLD in the bank and taken to SCRIP.

There has been some wild rumors of the "Sailor-Twins," Red Nose and Red Neck (otherwise known as the Brown boys), going into the movies. You never can tell. Here's luck to you, boys.

Kansas City Terminals

S. M. C.

DURING January and February we had no fatalities, no lost time or reportable injuries to employes on duty.

In February, 1932, the Red Cross was shipping a quantity of flour and feed to the north and northwest. After deducting 1685 cars of such business from our performance for February, 1932, during February this year we forwarded through this terminal only 90 less revenue loads, and that with one less day (leap year, 1932). Our oil business this year shows an increase of 483 cars over that of February, last year.

Almost 500 Milwaukee employees residing in Missouri petitioned the State Legislators at Jefferson City to retain the present laws relating to trucks and buses and to assist in enacting other regularity measures that would operate to the advantage of the public. Missouri already has laws, which if properly enforced will place this mode of transportation upon a more equal basis with the "Rails." Railway employes should assist in the enforcement of these laws.

The sympathies of the Milwaukee family are extended to W. B. Tigerman, whose father passed away March 6th.

Richard Marcott of the Car Department, has been ill for several months with rheumatism and still unable to report for duty.

A Complete Line of Quality Coals For Every Industrial Requirement

WE SPECIALIZE IN LARGE TONNAGES FOR
INDUSTRIAL PLANTS RAILROADS
PUBLIC UTILITIES STEAM PLANTS
GAS AND BY-PRODUCTS PLANT

Our industrial department, comprising combustion experts of national reputation, will make a survey of your power plant and recommend the grade and size best suited to your particular needs under our positive performance guarantee.

Our resources comprise a total controlled production in excess of 5,000,000 tons annually of coals for every industrial purpose, from eleven mines in Illinois, Indiana, Kentucky and West Virginia.

BINKLEY COAL COMPANY

230 North Michigan Avenue CHICAGO

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Foshay Tower

ST. LOUIS
Railway Exch. Bldg.

CLEVELAND
Union Trust Bldg.

INDIANAPOLIS
1828 N. Illinois St.

CREOSOTED MATERIALS

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COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

The Morden Adjustable Rail Brace

Standard on the

Chicago, Milwaukee, St. Paul & Pacific R. R.



Morden Frog & Crossing Works
CHICAGO

Mr. Shelby Coyle was called to Tacoma, Wash., account of the serious illness of his daughter.

Mr. Wm. Rogers of the Car Dept., has taken a 90 day leave of absence and has gone to the Ozarks. We don't know whether it is the lure of fishing or gardening that is calling him.

Mrs. Jas. Andrews, wife of a pensioned car inspector, was seriously injured when struck by a taxi on March 10th.

Mr. Leonard Oots, machinist, reports that he caught a 2-pound bass on a recent fishing trip. We'll have to find out the location of that fishin' hole.

Mrs. John Sweeney, wife of engineer, is somewhat improved. Mrs. Sweeney fell some time ago and injured her back.

This is the season of the year when, according to the poets, "Young men's fancies lightly turn to thoughts of love." It may be because of the depression, or perhaps because they are not so young, but it seems that most everyone's thoughts are seriously of gardens and such.

La Crosse-River Division Items *Eileen Story*

HERE'S to the one called Billy,
The hungriest one in the lot,
To offer him food is a folly,
He asks, is it something to eat, you've got?

Here's to my friend called Billy,
A-sorting out the mail,
I've heard he's given up lunching,
Must be he got something stale.

(Contributed and dedicated to Bill Wais.)

Conductor John Pate and wife are vacationing in Florida.

Operator Art Bernie is on the sick list.

The Claim Prevention meeting held in Union Hall, La Crosse, night of March 10th, was well attended by the employees from all of the Departments. We were disappointed in not having Mr. Ennis with us, as he was called back to Chicago, however. Traveling Inspector Scott very ably presented the need for greater effort along the line of Claim Prevention.

Engineer Geo. Bates and wife are spending their annual vacation in sunny Florida.

Veteran River Division Engineer Joseph A. Nelson died at his home in Minneapolis on March 4th. His many friends will indeed miss him.

Conductor Harry Hatch is laying off for the balance of the winter.

For the year 1932, Roadmaster Tony McMahon leads the Roadmasters on the entire System in Safety First. This is a fine record and it is hoped that this honor will be bestowed upon him again another year.

Something new in the line of machinery is always arising. The latest on a locomotive is a disc driving wheel. One of our F-6 engines—the 6411—has a disc center driver, the only one in existence. It is claimed that there is a smoother and better counter balance obtained than with a spoke wheel.

We are very sorry to write of the very sudden death of Mrs. E. E. Councilman, wife of the Agent at Melvina, at Madison, on March 4th, 1933.

BEHOLD THE FISHERMAN

He riseth early in the morning and disturbeth the whole household. Mighty are his preparations. He goeth forth full of hope, and when the day is far spent he returneth . . . and the truth is not in him.

Brakeman Andy Jacob is sojourning in Florida and good old Havana. There should be no need to hurry home unless there is a sweet voice calling him over the waves.

BILL SHAFER'S DOG

I've seen the aquarium, seen the zoo,
I've viewed the zebra and the frog,
But the old heartbeats have gone out to
Bill Shafer's shivering mongrel dog.

My mem'ry's like a puppy's paw,
And easy slips into a bog;
I'm trying to think when first I saw

SAVE These Banks are Recommended to SAVE Milwaukee Railroad Employees

You will find willing and able counsel among their officers.
Take your problems to them and let them help you.

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EVERYONE SHOULD HAVE A BANK ACCOUNT

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Add a Little Each Pay Day

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Chairman of Board, Meyer & Company
HARRY A. WHEELER
*Director First National Bank
Chicago*

Bill Shafer's shivering mongrel dog.

In pictures clear and pictures dim
He stands out like a flame in fog,
You can be sure of finding him—
Bill Shafer's shivering mongrel dog.

I always expect him to come to life,
And be, like society, all agog,
And run and yelp and take a wife,
Bill Shafer's shivering mongrel dog.

When I'm in heav'n, if ever I do
Reach the stairs and upward jog,
With friends as tried and friends as true,
I hope to meet Bill Shafer's dog

Iowa Division, Second District H. H. J.

SOMETHING happened to our second item last month regarding a recent death. The item follows:

Mr. Clinton Shannon, (father of Carl Shannon), passed away at his home in Des Moines, January 31, at the age of 74 years. Mr. Shannon had resided in Des Moines for more than fifty years. He was a miller for forty years and many on the Des Moines Division remember his mill which for years was located at West 15th Street in Des Moines, not far from the old Waterworks plant. Funeral services were held in Des Moines, with burial at Grimes, Iowa. A son, (Carl), and three daughters survive.

Conductor George Moore was confined to Mercy Hospital the first two weeks of March but we are glad to report that he is coming along nicely and is now recovering at his home.

There has been a nice carload movement of fish this Winter from Arnolds Park and Storm Lake to New York City.

Agent Hayatt at Linden was relieved the latter part of February by Harry Calhoun and later by V. C. McGee.

Earl Hartshorn's mother was ill at her home in Marathon, early in March.

First National Bank OF Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific
Railroad, on Puget Sound
Established more than forty years ago
Pays interest on savings deposits at 3½%
1892 - 1933

Mr. Theo. Watson, former expressman on the Des Moines Division, celebrated his birthday March 6th. Understand he received a birthday-card shower.

Miss Jean McGovern of Savanna spent the week-end February 18-19, in Des Moines.

Agent D. A. Meyers at Jolley was relieved recently by V. C. McGee.

Ye writer took a little trip on the Olympian the latter part of February. He started out with the intention of going to Seattle but got as far as Cedar Falls, Washington. The snow slides in the Bitter Root mountains and his first train wreck delayed him. Saw some plenty big snow drifts ranging from twelve to thirty-five feet deep.

Clashes from Casey's Office A. F. S.

THE Junior Traffic Club of Chicago held its Ninth Annual Dinner in the Red Laqueur Room of the Palmer House, Thursday evening, March 2nd, 1933.

Dinner was served at 7:30 p. m., followed by introduction of newly elected leaders of the Club.

The speakers of the evening were: Mr. Geo. M. Crowson, Ass't to Senior Vice President of the Illinois Central Railroad, who gave an interesting talk on the present conditions of the railroad and transportation situation and Major Norman A. Imrie, Instructor of History, Culver

MORE TONNAGE

More tonnage hauled per locomotive is but one of the advantages of preventing foaming with "B-A Anti-Foam."

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Laboratories and Plants at Philadelphia, Chicago and Cobourg, Ont.

Military Academy, known as "a humorist who never disappoints an audience."

The speakers were followed by a very amusing program of entertainment.

The MILWAUKEE ROAD'S turnout: Mr. T. P. Casey, R. T. White, J. S. Doherty, F. S. Robinson, H. M. Borgerson, T. W. Brandes, J. W. Slattery, Nathan Isaacs and A. F. Sturm.

I. & D. Division Items M. G. B.

W. T. CROSS, Conductor, Mason City, and wife were called to Chapman, Kan., Feb. 17th on account of death.

J. A. Adams, Brakeman, Mason City, who has made quite a name for himself by producing what is known as "sand-art," has had some of his pieces of art on display in the window of Ray Seney, Jeweler, at Mason City. These articles are bottles with colored sand in them, arranged in picture form, one of the principal works being displayed is a picture of the Milwaukee train, "The Olympian," going through the canyons out West, and the other a picture of the Marquette (Ia.) bridge, with the picturesque scenery clearly defined.

E. J. Rummel, Representative of the Union Refrigerator Transit Co., was in the division offices at Mason City Feb. 24th.

O. N. Harstad, General Manager, and W. L. Ennis, Supt. Ref. Service and Claim Prev., went over this division latter part of February and stopped off at Mason City en route to Madison, Wis.

Mrs. M. A. Bost, wife of Assistant Division Engineer, was called to Minneapolis Feb. 22nd on account of illness.

L. R. Shellenbarger, formerly Instrumentman on this division, now living in Minneapolis, visited the division offices at Mason City the first part of March.

Mrs. J. Carlton Starr of Iowa City visited

her parents, Mr. and Mrs. Ingraham, at Mason City the latter part of February.

The sympathy of the division is extended to the family of J. T. Patton, Conductor, who died March 4th.

F. J. Swanson, General Car Dept. Supervisor, was in the local offices at Mason City March 2nd.

Mrs. C. E. Mutschler, wife of Chief Clerk in the Superintendent office, Mason City, visited her mother at Dubuque the first part of March.

W. E. Tritchler, Chief Carpenter from Austin, dropped in to say "hello" to the force at Mason City March 1st.

Albert Reis, Machinist at Mason City, was called to Roundup, Mont., March 14th, on account of the illness of his mother, Mrs. Amelia Larson, who was injured in the accident at Roundup in February.

H. & D. "J. D."

ANSEL MALONEY spent a week end with the folks at Fargo last month.

George Williams of Wegdahl is driving a new Dodge sedan.

Conney Bryant isn't superstitious, but, he had a very peculiar experience with a black cat one night on his way home from work.

Oscar Zimmerman, Night Operator, Bird Island, and Edward Phelps, Night Custodian, Olivia, were held up by a bunch of holdup-men February 22nd. Eddie lost a pocket book with considerable cash in it and a good watch, while Oscar didn't have such hard luck, they did not search his pockets. The outlaws are at present in the Montevideo County jail awaiting trial. They were brought in by Skunny (nite Cop), County Sheriff and Art Tintson, Round-House employe. Art was the fellow who handled the big gun and kept the outlaws quiet while the sheriff went through them for guns.

Guy Benson is back on the way-freight 91 & 92, which has been put back on tri-weekly service.

Fireman Hans Hanson made a trip over the H. & D. first part of March, his first trip over the Division for 16 years. Mr. Hanson has been working in Minneapolis Yards.

Willard J. Beck of Danube has returned from an extended trip to the West Coast and is back on the job again. He was relieved by Mr. Martinson (Butcher) from Renville.

J. G. "Jap" Wik is acting Agent Wegdahl until a regular man is assigned. George Williams has left us.

W. J. Vanderhoff of Bristol was off a few days account illness, being relieved by Mr. Anderson of Loomis.

Dispr. J. J. Brown spent a few days in St. Paul as a representative of the city of Montevideo with regards to the Truck-Bus Bill.

A. M. Martinson, Divn. MM, spent a day at Montevideo renewing old acquaintances, and looking things over.

J. E. Andres spent a day in St. Paul first of the month visiting with his mother.

Barney Rush has been quite sick for a few days, we hope to see him back on his old run again before this item gets into our magazine.

Second Milan was pulled off temporarily March

PLAYING CARDS

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Beautiful colored reproductions of the famous Olympian or majestic Old Faithful Geyser on backs—in durable and attractive telescoped containers. Every Milwaukee Employee should have a deck.

Now Only 35c

On Club Cars and Dining Cars and at practically all Ticket Offices

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702 Union Station
Chicago, Ill.

WEST COAST WOOD PRESERVING CO.

is successor to timber treating operations of

Pacific Creosoting Company and J. M. Colman Company

Both of Seattle, Washington

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Main Office: 1118 Fourth Avenue, SEATTLE

10th. George Hakes who has been on that job for years, is acting as custodian during the time the office is closed.

J. H. Degnan, agent, Fargo, is back on the job after having spent the biggest part of the winter in the Carolinas.

Fred Berg has been laying off for some time account illness.

Wm. ("Bill") Harding was quite sick for several days but is back on the job again and hitting on both cylinders.

Paul Glander's job (2nd Oper., Renville) was discontinued, temporarily, March 10th. Paul will probably bump in some place or take it easy for 30 days and then go back on his regular job.

Al Seeman took a ride with G. Benson and crew one day last month, checking over the various sidings, humps, etc., then running to Austin to see the folks.

Don't be surprised if you see LEN around these parts again soon. I mean, around Montevideo.

A. W. Bruers of Graceville took a few days off last month to visit his father who has been ill.

Jake Hammer has been taking it easy for the past week or two. 'Twasn't the cold weather this time. Jake was relieved by Conductor Pheelan part of the time and by Conductor B. C. Bishop, who is at present working as Extra Conductor the balance of the time.

Mrs. Minnie Dunlap, mother of Agents Stewart and Brampton and mother of Dispatcher W. E. B. Dunlap, is visiting in Arkansas. Mrs. Dunlap reports the weather cool down there and things rather backward.

We're going to have a Line-man ALL OUR OWN soon. Mr. Young is moving to Montevideo; he will handle Minneapolis to Ortonville, including the branch lines with headquarters at Montevideo. We did not learn where Line-man Browne is going but will miss him very much around here.

Walter Matson worked a few nights on the Montevideo Night Ticket job, relieving Arnold Moe, who had a bad cold.

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Bridge Timbers Piling
Ties Lumber

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Built and operated first treating plant north of the Ohio River, year 1876

Indiana Wood Preserving Co.

Chicago Office: 111 W. Washington St.
Plant: Terre Haute, Ind.

ECZEMA is only skin deep

and may be instantly relieved and quickly healed by the use of Cranolene, the cranberry treatment for stubborn skin diseases. You pay only if you can say you are cured. Write today. Address:

CRANOLENE, Dept. 50, Girard, Kansas.

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F. R. Schott, old timer at Waubay, has returned from the West Coast where he had been visiting with a boy of his who is in Uncle Sam's Navy. And that puts Dye on the tramp again.

Dad Deering and Old Man Schaffman have been quite chummy lately.

Our General Yard Master has gone, don't get scared. William is still here, but, with a new handle. Please address him as "Train Director" even though you might want to call him a Doctor of Philosophy.

His Cooperation 100 Per Cent

I. & D. Division Conductor H. B. Larson has received the commendation of the Lieutenant of Police at LaCrosse, Wisconsin, for his cooperation in the matter of investigating the robbing of merchandise cars. Mr. Smith, police lieutenant, says: "I have found that where he (Conductor Larson) has the train in which the merchandise cars were robbed, that the files always contain first hand information from Conductor Larson; that in many cases he has found the broken seals, or that seals are missing from cars in his train either at Calmar, New Hampton or Charles City. This shows that he is very much interested and is inspecting these merchandise cars at all points and that he immediately wires all information. I have noticed him when working on his train, that he immediately when train stops, gets out and walks the full length of the train and not only looks at the seals with his lantern, but that he examines them.

"He is certainly rendering great help to the police department."

Agricultural and Colonization Department

(Continued from page 11)

the choice of 49. To balance the number, there were 42 who were so indefinite that they could not be listed among those who made inquiry for farms in territories served by our Road.

The source of the inquiries brought out the fact that 39.8 per cent of all those who sought information about farms were farm people themselves. Surely this would indicate that farmers are not as discouraged as some would

lead the country to believe. Their desire to purchase a farm would indicate that they are confident that the future of farming holds forth more for them than would that of any other occupation at this time. It is said that the best recommendation for any product is the fact that the maker uses it himself. By that reasoning it may be said that the best recommendation for ones going farming now is the fact that hundreds of farmers who have had a lifelong experience at the business are now ready to invest their all in a new farm. Let's hope that when they do invest in a farm it will be one located along The Milwaukee Road.

The "Outlaw" Was an In-Law

Once there was a husband who was very fond of looking on the wine when it was red. His wife determined to cure him of his bad ways, and with the aid of a sheet and an electric torch transformed herself into a very fair imitation of a ghost. Then she went out to the drunkard and shook him.

"Whash that?" murmured the toper.

"Satan," came the reply in a sepulchral tone.

"Shake handsh, old horsh. I married your sister."

Are You Reducing?

THIS Magazine has often been asked to publish a good, safe reducing diet. but as reducing diets are more or less a doubtful quantity—sometimes even a menacing quantity, we have hesitated to offer anything which would be likely to be used without advice from one's medical authorities. Of course, we could sound the warning that no reducing diets should be undertaken without consultation first with one's family physician; but how can we be certain the advice will be followed? Here we have something, however, which looks as if it could do no harm to try, and the reducing would be gradual. It is offered by Barbara B. Brooks of the Home Economics Department of the Kellogg Company at Battle Creek, Michigan. She says:

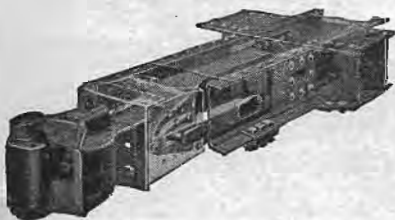
Lead Me Not to Temptation

Thus begs the woman who is reducing. She is trying to acquire that slimmess which spells sophistication, charm and beauty. She is sincere—but must not be tempted. A luscious cake topped with whipped cream (and loaded with calories), a juicy pie or a creamy bon bon will weaken, if it does not break, her good resolutions. Food is so irresistible and if she is to reduce consistently, she must not weaken.

Inconsistency of diet makes losing weight difficult. A diet of practically nothing or only fluids is followed by anything and everything. Then there is a return of convictions and—the fluids. Sometimes such a regime not only fails to decrease weight, but actually injures health.

A sane and safe reducing diet is not just a starvation diet. Its purpose is to supply roughage, minerals and vitamins and an adequate amount of protein (building food), while the body uses up its own stored "fat" for heat and energy.

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A WEEK OF SAFE REDUCING MENUS

Breakfast
 Juice of Orange
 3 tablespoons of Kellogg's
 All-Bran
 Coffee (clear)

1 Banana
 ¼ cup Pep Bran Flakes
 ¾ cup Whole Milk
 Coffee (clear)

½ Grapefruit
 1 Kellogg's Whole Wheat
 Biscuit
 (soaked in hot water)
 3 tablespoons Cream
 Coffee (clear)

4 Stewed Prunes (unsweetened)
 1 Poached Egg
 1 slice All-Bran Bread Toast
 Coffee (clear)

1 Sliced Orange
 3 tablespoons All-Bran
 ¾ cup Milk
 Coffee (clear)

1 Canned Peach
 ½ cup Pep Bran Flakes
 ¾ cup Milk
 Coffee (clear)

4 Prunes and Juice
 1 Kellogg's Whole Wheat
 Biscuit
 (softened in hot water)
 ¼ cup Cream
 Coffee (clear)

Luncheon
 Bouillon (1 cup)
 Lettuce Salad (¼ head)
 1 tablespoon Dressing
 2 Crackers
 1 glass Milk

Vegetable Salad
 (Celery, tomato, onion, lettuce)
 1 All-Bran Muffin
 1 glass Milk

Raw Vegetable Gelatin Salad
 2 Whole Wheat Crackers
 1 cup Custard
 Tea

1 Scrambled Egg on slice
 Graham Toast
 Lettuce Salad
 Milk

1 Toasted Sandwich
 (Lettuce, bacon, 1 slice, tomato)
 1 Oatmeal Cookie
 1 glass Milk

1 cup Consomme
 2 blades Celery
 ½ cup Scalloped Tomatoes
 1 All-Bran Muffin

1 cup Clam Chowder
 1 slice Graham Toast
 Sliced Tomatoes
 Snow Pudding

Dinner
 Beef Steak (medium serving)
 Boiled Potato (1 small)
 Cauliflower (1 serving)
 Fruit (1 apple, pear, or peach)
 Kaffee Hag Coffee (clear)

1 Lamb Chop 1 Baked Potato
 ½ cup Buttered Carrots
 ¼ cup Apple Sauce
 Kaffee Hag Coffee (clear)

2 small slices Roast Beef
 ½ cup Spinach
 ½ cup Buttered Cabbage
 ½ Cantaloupe or 1 sliced Orange
 Kaffee Hag Coffee (clear)

1 serving Broiled Fish
 3 tablespoons Creamed Potatoes
 Cucumber Salad Lemon Ice
 Kaffee Hag Coffee (clear)

1 serving Lamb (Mint Sauce)
 1 scoop Mashed Potatoes
 1 scoop Turnips
 1 All-Bran Muffin 1 Baked Apple
 Kaffee Hag Coffee (clear)

1 serving Ham
 ¼ cup Sauerkraut
 ¼ cup String Beans
 1 All-Bran Muffin Fresh Fruit
 Kaffee Hag Coffee (clear)

1 serving Baked Fish
 3 tablespoons Carrots
 3 tablespoons Brussels Sprouts
 1 All-Bran Muffin Fruit Sherbet
 Kaffee Hag Coffee (clear)



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Austin Chapter

Blanche Keck, Historian

OUR February and March meetings were well attended and a bountiful picnic supper enjoyed at each. Good programs have been given each meeting under the direction of Mrs. Peter Fauley, and cards played afterward. During the winter an afghan was made and raffled off at the March meeting, net proceeds being \$20.50. Our membership March 1st was 243.

Of particular interest always is our welfare report. In January we spent \$38.64 for food, clothing, milk, etc.; made 55 personal calls and 28 telephone calls. In February we spent \$25.75 for groceries and dental work, made 88 personal calls and 102 telephone calls. Only one who has been welfare chairman or worked closely with one can read between the lines the many, many hours spent in investigation, purchasing, calling on the ill and distressed, the telephone calls, the kindly letters and messages of sympathy to those who are bereaved. Practically all of the work covered by our welfare reports is done by the welfare chairman. There seems no way to make any kind of an accurate check on the countless calls and acts of kindness extended by railroad people generally to each other when illness or death comes to a home.

Groups of our members have been sewing for the Red Cross all winter. Three electric sewing machines are in use. These are all day sessions, and a large number of garments have been made, mostly children's dresses and slips, baby clothes, and men's and boys' shirts and blouses. All trimmings, buttons, thread, etc., are furnished by the club. Special mention should be made of the work of Mr. B. H. Brown, who has cut the garments and supervised the work generally.

New officers for the coming year are: President, Mrs. E. J. Blomily, Sr.; 1st Vice-President, Mrs. W. J. Lieb; 2nd Vice-President, Mrs. Geo.

(Continued on next page)

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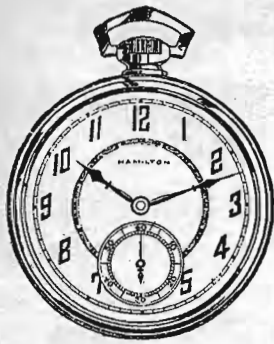
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First Milwaukee Train to Janesville Piloted by John Fox Eighty Years Ago, Jan. 5

Reprinted from The Janesville Gazette

EARLY days in Janesville railway history were recalled as the Milwaukee road observed its 85th anniversary. The line, chartered first in 1847 as the Milwaukee and Mississippi road, with its first run from Milwaukee to Waukesha, saw its track extended to Janesville in 1853.

The memory of the late John C. Fox, engineer

who piloted the first train into Janesville, was vividly recalled by Tom Fox, senior engineer in the Madison division, who now runs a switch engine in the local yards. Although the pair had the same name, they were not related. Tom Fox was a fireman under the older engineer from 1881 to 1886.

"John was a prince of a fellow," commented the yard engineers. "He was strict and at the same time good to those firing under him. He wouldn't let anybody criticize his firemen, but he would spare no pains in telling them of their faults himself. And he was a great booster for the company, always working for the road's best interests."

The two Foxes from 1881 to 1886 had a passenger run to Milton and then back to Beloit. In 1886, John C. Fox was made master mechanic. He continued in service until well past 1900, the yard engineer reports.

Tom Fox now switches freight cars in the vicinity of the beet sugar plant, and prior to his present work he piloted the switch engine which served the Chevrolet plant. His son, Jim, is a fireman, and the two have at times been assigned to duty together, making another team of Foxes running an engine.

Proposed Mississippi Line

The Southern Wisconsin Railway company, which constructed the eight miles of track between Milton and Janesville in 1852-53, was organized at the old Stevens House in Janesville in 1852. This firm later merged with the Milwaukee and Mississippi Railway company, which built a track westward from Milwaukee to Milton, reaching Milton in 1852. The Milwaukee and Mississippi, after merging with the Southern Wisconsin railway, extended the track westward, reaching Monroe in 1858.

The plan was to extend this track to the Mississippi, but the firm which later became the Milwaukee line decided to extend its trackage at other points, and the line to Monroe, which later was extended to Shullsburg, was never built as far westward as the river.

The railroad extension to Janesville was ready for its first run in January, 1853. On January 5, the city celebrated its new railroad with public meetings and speeches, but the first locomotive did not arrive until January 10. The depot was on the bluff east of the gas works. The train was in charge of Engineer John C. Fox.

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

UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin

Study Lettuce Fertilization

Washington Growers Hope to Meet Demand of Critical Buyers

Along the Milwaukee Road, where head lettuce can be grown, in Washington, there has been developed a co-operative program of crop development that promises to bring forth some splendid results.

Not all lands are suitable for producing head lettuce, even in areas where the crop does well. Likewise, only limited areas of our country grows the crop well because the climatic requirements are very exacting. Therefore, if the consuming public is to have all the head lettuce salad it wants, those soil and climatic areas adapted to the crop must produce increasing amounts.

To meet this demand for the best several growers, soil specialists, extension agents and a representative of our Road got together and outlined a program of investigational work which will point out a best way to increase the acre production of head lettuce; the quality of the crop and its market value. Good sized plots of ground have been laid out, each to be treated differently. The difference in treatment will be largely centered around various applications of stable manure, combinations of commercial fertilizers, tillage and harvesting practices.

Already decided differences can be noted, although the investigation has only just begun. All growers have their eyes on the project and it is attracting the interest of buyers.

Office

The holding of a number of offices in a community is generally regarded as complimentary to the citizenship of the office-holder.

A delinquent customer out in Arkansas claimed that a shipment had arrived in poor condition, and refused to pay the bill, although it was several months overdue.

The credit department, after having written several letters, without eliciting any reply, finally wrote four letters as follows:

1. To the railroad agent at the town in question requesting information as to the shipment.
2. To the president of the local bank concerning the financial condition of the customer.
3. To the mayor of the city, asking him to recommend a good lawyer to handle the case.
4. To the merchant himself, threatening suit, unless he paid up at once.

To all of which, the following reply was received:

"Dear Sirs:

"I received your letter telling me that I had better pay up. For your information, I would state that I am the railroad agent here, and received your letter about the shipment; I am also the president of the bank, and can assure you of my financial standing.

"As mayor of this city, I cannot recommend any other lawyer than myself, as I am the only member of the bar in this vicinity.

"And finally, if I were not the pastor of the only church in town, I would tell you to go to hell and sue.

"I. O. Doe."

"What's the first thing you do when cleaning your rifle?" the sergeant demanded.

"Look at the number," said the newcomer.

"Oh," barked the sergeant, "and what's the big idea?"

"To make sure I don't clean some one else's."

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FOR SALE—Silver Martin Rabbits. Their fur is as nice as the Silver Fox. I have the best young does and bucks 2 to 3 months old at \$1.00 each; also fine breed does, one year old at \$5.00 each. No young rabbits for sale until June 1st. Send in your orders now. They will be booked and filled in rotation. Mr. B. D. L. Casteel, 624 West Shields St., Lewistown, Montana.

FOR SALE—One Adams No. 2 Type Motor Car in very good condition. Wm. Frommes, Sec. Foreman at Elk River Jct., Iowa. P. O. address Lyons, Iowa.

FOR RENT—4 room cottage with garage, chicken house, fruit trees, ½ acre ground for garden. 2 blocks to C. M. St. P. & P. R. R. station, Itasca, Ill. Very reasonable rent. H. Hoffmann, Jr., Itasca, Ill.

FOR SALE—Portable Peerless Pop Corn machine, good as new, and will sell at bargain if taken quick. Also have 20 acres of good garden farm in Texas to sell or trade. If interested in either write E. J. Brown, 509 No. 33rd St., Milwaukee, Wisconsin.

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FOR SALE—Very reasonable prices on all musical instruments, both new and second hand. \$100.00 tenor banjo \$30.00, in plush lined case. Gold Conn alto sax, cost \$213.00, in case, \$95.00. Cold Conn tenor sax \$75.00. New silver three star clarinet in case, Boehm system, \$22.00. Write for list. L. V. Olson, R. F. D. 6, Austin, Minn.

FOR SALE—Chinchilla or New Zealand White pedigreed rabbits for Easter or breeding stock, also meat rabbits. Wallace VanBuren, 509 Hendee Street, Elgin, Illinois, or 809 Union Station Bldg., Chicago.

FOR SALE—One Victor adding machine. Used one year in station service. Good as new. Full 8 bank machine. Direct subtractor. A. G. Porter, 635 Lincoln St., Austin, Minn.

FOR SALE—Pheasants for profit or pleasure; upon receipt of P. O. for \$5.00 I will ship you by express not prepaid, a pair of beautiful unrelated Ringneck Pheasants, hand raised 1932 birds, requiring only same care as chickens from now on, with exception that they must be confined. J. S. Spurr, L. B. 506, Sanborn, Iowa.

FOR SALE—2 acres, all under irrigation, all planted to bearing berries except house site and small lawn. 5-room house with bath, water and electricity. Located on hard road 3½ miles from Ontario, California. All clear, no strings. Wonderful place for retired man and wife. \$2500; 1/5 down, balance on time. If interested write quick to Guy E. Sampson, Bensenville, Ill.

FOR SALE—Antique Highboy (rosewood), also old clock. Brought over from England 100 years ago. J. W. Grinnan, 1806 East Lynn, Seattle, Wash.

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

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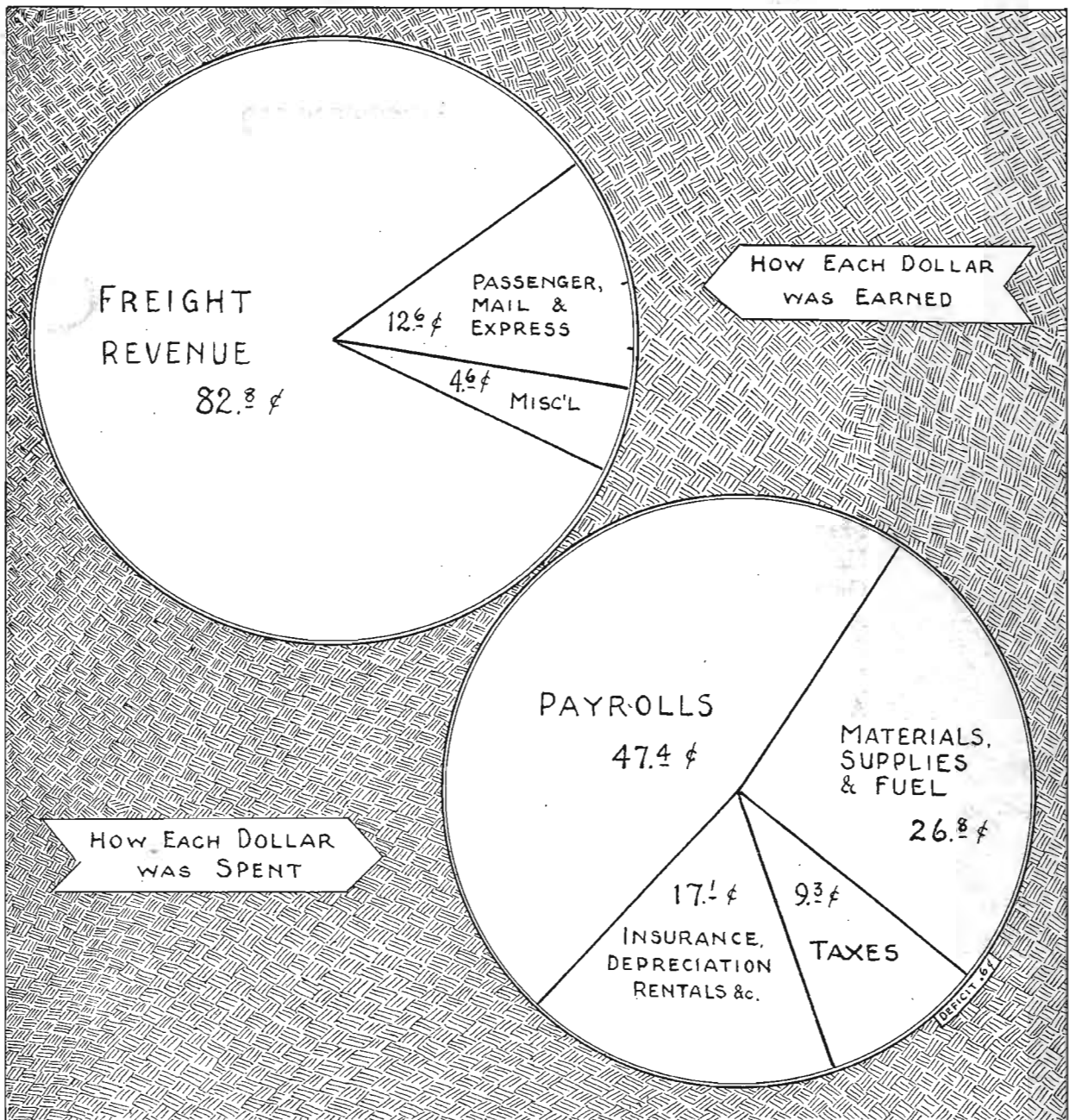
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