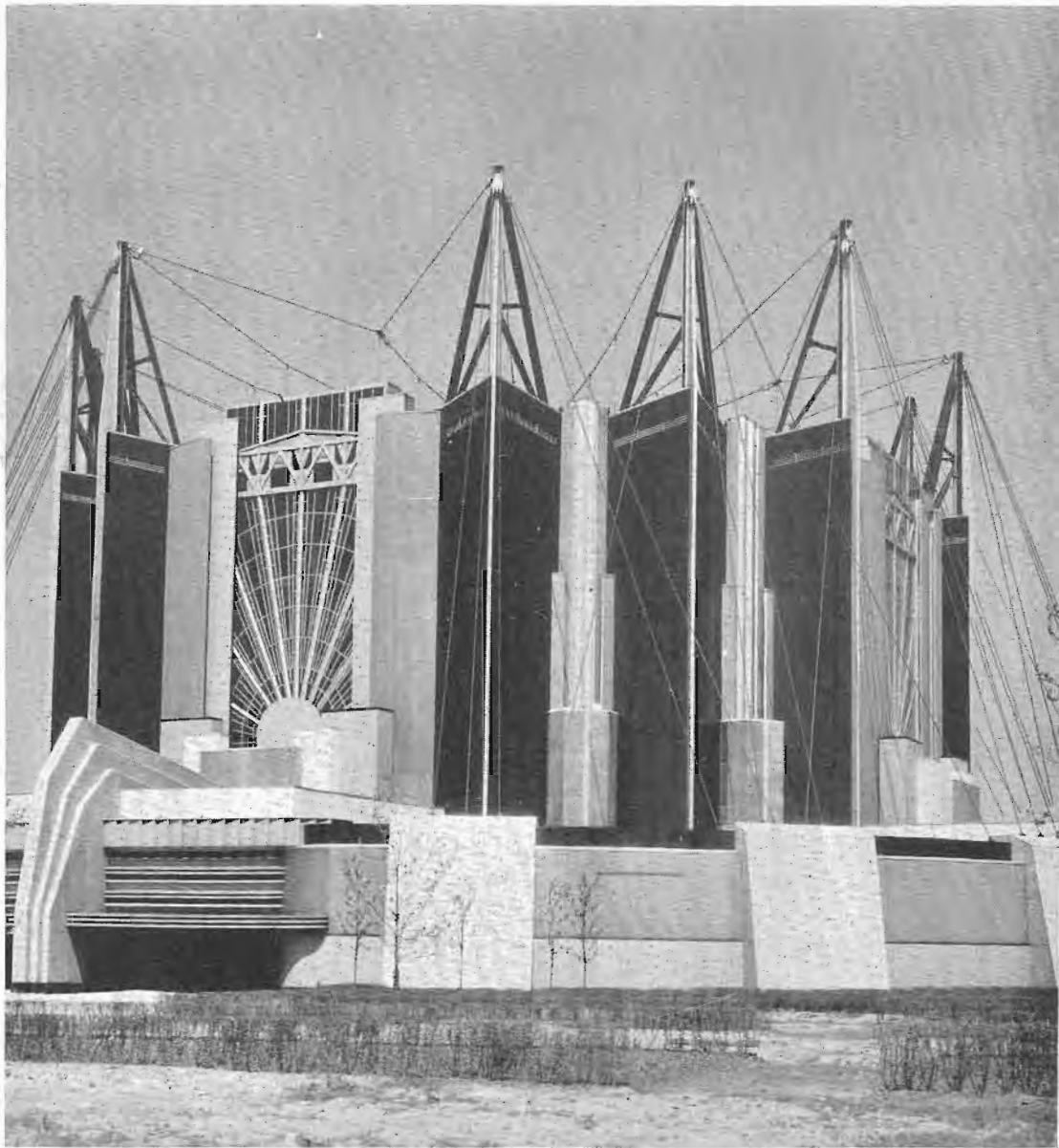


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

FEBRUARY, 1933



Suspended Dome, Travel and Transport Building, Century of Progress Exposition

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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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 BANK ACCOUNT**

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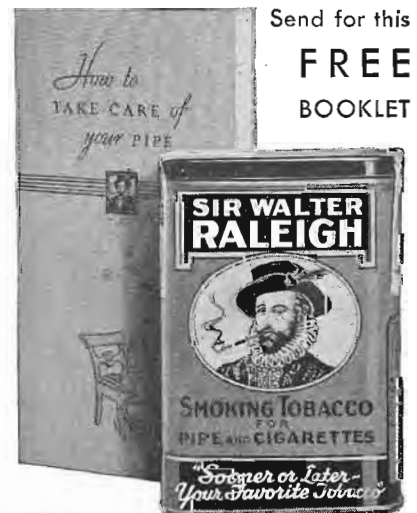
How to keep
 a wife on
 7½ cents a day



A PIPE can make or break a home.
 A wife can like or break a pipe.
 It all depends on the way you keep
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Sir Walter Raleigh keeps pipes
 well behaved and wives well pleased.
 It is a *mild* mixture of rare Kentucky
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 Smoking Tobacco will cost you about
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 Established more than forty years ago
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EXTRA MONEY
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Start now to build a special
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A Century of Progress, 1833-1933

The Great Exposition on Chicago's Lake Front

By Ted

LEST we be confused in mind or forgetful of what has been so often and so much published, about the big 1933 Century of Progress Exposition that is expected to open in Chicago June 1st of this year—let us tell you again that this is Chicago's Birthday Party. Chicago, in this year A. D. reaches the ripe young age of one hundred years and the party is to commemorate in a magnificent way and in a way to be very impressive, the remarkable development in every walk of civilized life during the past one hundred years.

Chicago was incorporated as a city in 1833, though it was a very small city at that time, a small city with plenty of promise, however, and a wonderful location on Lake Michigan and so near the center of the United States as to develop into a real crossroads of the nation's business.

From a frontier outpost of early days and then a settlement of white folk numbering 350 people, we have in a hundred years, the nation's second city with a population of 3,500,000 and trade and industry valued at many billions of dollars yearly.

The century which has seen Chicago develop as it has, has likewise seen marvelous things come into being throughout the world. We of this day and age have grown accustomed to, and we look upon our advancement as commonplace and we need the object lesson in "Progress" which Chicago is going to give us.

Imagine, if you can, the good Selectmen of Salem, Massachusetts, hearing a voice out of a little box telling us it has come from afar, many miles, many hundreds of miles; and another booming at them from the air and a thousand miles and more away. "Witchcraft" they would say, and "away with the evil thing"—away to the stake, too, with the promoters of such devilry, if they could be caught.

Witches and selectmen and their pious practices passed out of history more than a hundred years ago, but they left a legacy of superstition that lingered on into the nineteenth century, so that we hear the story that when the steam railroad with its fire-breathing iron horse appeared among men the old heads got together and foresaw nothing but "inventions of the devil," and they went back to their stage coaches with great forebodings. Progress progressed, however, and Chicago's birthday party is going to tell the story by means of real object lessons; tell of advancement in improved living conditions in methods of agriculture, commerce, transportation and all the countless ways and means that contribute now to a higher expression of life than

anything ever dreamed of by our forefathers.

Because it is to be the sponsor of things modern in the world, the projectors of A Century of Progress Exposition, taking note of the changed and changing conditions, planned a new type of "show." Everything—architecture, building materials, construction methods, financing, methods of exhibiting, color, illumination, amusement features and all things which might contribute to the general purpose, entered into the planning and is NEW—ultra modern. And so when you come to Chicago for the Exposition next summer, prepare your thought for acceptance of the very latest development of every item entering into the makeup and the exhibits.

The contrast between conditions of living a hundred years ago and in conditions today, is the keynote of the en-

"Larger than the dome of St. Peters or the Washington capitol, this "sky-hung" dome of the Travel and Transport Building strikes a new note in architecture at Chicago's 1933 Century of Progress exposition. The roof is formed of metal plates suspended by steel cables hung from a circle of twelve steel towers and anchored by huge slabs of concrete. The Travel and Transport Dome is 125 feet high and 200 feet across, without a single arch, pillar, beam or other support to break its expanse. It is said to be the largest unobstructed area to be enclosed beneath a roof."

tire Exposition. In 1833, for instance, people lighted their homes with candles—not many in that day were favorably inclined to the new contraption that gave light from a bit of wicking dipped into a vessel of oil. Pretty unsafe and altogether too new-fangled, said the grandfolk. Likewise the pots and kettles that hung on cranes before the open fire—quite good enough—why play with Fate, said they, when the new cook-stoves arrived. Great-grandmother's spinning wheel was still humming a hundred years ago and people wrote letters with quill pens. Around the open fireplaces gathered the family for warmth in the winter, the water was drawn up by the old well-sweep and the family baths were taken on a Saturday night in a wash tub beside the kitchen fireplace. So on and on—and the hundred years since 1833 have brought us electric lights, automobiles, telephones, telegraph, steamboats, high-speed machinery of every type, new ways of producing food, radio, typewriters, cameras, airplanes, the X-ray and thousands of other "modern con-

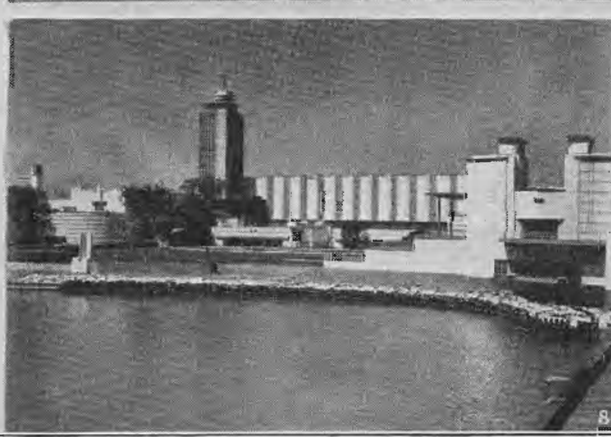
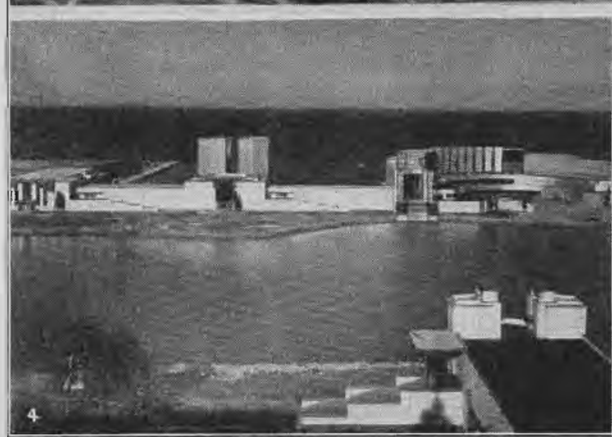
veniences" that we now look upon as necessities—things that have transformed living everywhere; and the advancement will be portrayed at the Exposition by means of exhibits telling the story of the origin and development of these modernities that we now regard as the prime necessities of an adequate expression of life.

One of the departures from the accepted type of exhibits in a show of this kind, will be the exhibition of things "in the making."

Formerly we had static or "still" exhibits—the finished product ranged in orderly fashion in booths and on shelves, with much repetition by competing companies in industries that were vying for blue ribbons and medals. This Exposition is not to be competitive. The people of this generation are interested in action—seeing "the wheels go round"—and so the wheels of modern machinery are going to whir and turn out products while the crowd stand by to see the work done. Did you ever pass by a crowd gathered before a show-window where something was being done, something made "while you wait"? No, you stopped, too, to watch the process, and so that will be the way your progress through A Century of Progress is to be marked. You will move from Exhibit A to Exhibit B and so on, and stand while the almost human machinery turns out its product, there will be every conceivable electric device and appliance; auto-motive machinery in operation so that you can enter a building and follow in the short space of minutes the beginnings of an automobile to the point where it comes off the moving platform, a finished product and moves away under its own power. And that will be only one of a thousand and one other producing units. And instead of seeing bolts and samples of various fabrics, you will see the cloth itself made on machines that have almost human skill. You will see how steel is made, how electrical power is generated; and by way of absolute modernity in exhibition, you will see mines and mining and be shown the process of recovering gems from the ores and may follow the process to the finished, polished precious stone, set in milady's ring.

Modern rail transportation will be shown, and outstanding in the progress of this industry will be The Milwaukee Road Exhibit, a giant Milwaukee electric motor, and someone on hand to explain all of its mystery and the how of the process of picking power out of the air and sending it through wires and gadgets to the wheels of the great locomotive that drags its huge loads over the highest mountains creeping steadily up and over the hills and holding back its heavy loads as it coasts down the grade. But with all that can be explained the great why of the mystery remains. The electric locomotive will not be, by any means, one of the least wonders of the Exposition.

Then there will be the resources, industries and attractions of the several states of the Union and their contribu-



1. Replica of Old Fort Dearborn

2. Travel and Transport Building

3. Architect's Drawing of Hall of States and the Federal Buildings on Northerly Island

4. Electrical Group

5. Replica of log cabin birthplace of Abraham Lincoln
6. North facade of Exposition. Pylons in semi-circle around Electric Fountain will be beautifully illuminated at night

7. Artist's concept of the Enchanted Island

8. Hall of Science

tions to human progress in the past century; the outstanding advancements, the romance and glamour of foreign lands, the story of the aborigines of the American continents; the legend of the vanished races of the western hemisphere; the stories of the varieties of food we eat; demonstrations of home building and home planning; of domestic science; new types of architectural designing and new uses of such design and of building materials and illumination.

Also interesting from all these standpoints, and instructive, too, as it will be, there will be amusement aplenty. There will be a Midway, reminiscent of that glamorous spot of the World's Columbian Exposition, with action, thrills, life, color, fun, spectacular features and frolic and gaiety all in modern-of-the-moderns dress and parade. There will be a "sky-ride"—something new under the sun. The World's Fair had its Ferris Wheel and this Century of Progress is going to have a sky-ride that will out-thrill the "Wheel" and provide a splendid air view of the Exposition in its entirety. The construction of the Ride is at this date under way. There are two steel towers, 625 feet high, 2,000 feet apart and connected by cables that will carry cars at the 200 foot level; and high speed elevators in the towers will carry passengers sixty stories aloft to observation platforms at the top of the towers.

There will be a model Hollywood comprising a generous slice of California's movie colony and here you may see "talkies" in the making, see your favorite stars "on the lot" and catch closeups of the life and romance of California's great show place.

There is to be an "Enchanted Island" for children where the little folks in an area of approximately five acres, will have every imaginable type of fun and play provided, with watchful care by trained attendants.

A grand music pavilion is planned exclusively for the music program of the season; and of course there will be all the types of music that mark the progression of the ages and civilization; there will be great symphony orchestras, jazz bands and all the grades between. Special sports events will be featured as it is the expectation that Chicago will be a sports center, during the coming summer, as it will also be of countless conventions of fraternal, religious, business, technical, scientific and civic organizations—all of which, in passing it may be said, should generate a great movement of rail travel to Chicago. People all over the world and the United States in particular, of course, are even now planning their vacation trips to take in this super-modern Century of Progress Exposition.

The Exposition site itself is likewise ultra modern, being all newly made land recovered from Lake Michigan. Far out to the east from Chicago's great Michigan Boulevard, new islands were constructed on which have been erected the hundreds of structures, the landscaping achieved and the whole wonderful pic-

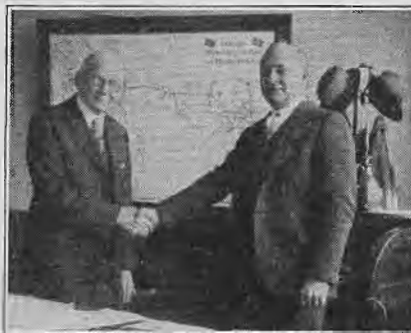
ture to be presented. The Northerly entrance is at Twelfth Street and the southern boundary thirty blocks distant. A wide avenue extends the entire length on the western side, on either side of which are the various buildings housing the innumerable features of the Exposition. A charming lagoon separates the islands, and causeways and bridges lead across to still other buildings and sights, while out to eastward shimmers and glistens in all its majestic beauty the blue water of Lake Michigan.

The Exposition architecture is altogether typical of the progress of the age. It is primarily "Art Moderne," with the long, straight lines, the offsets and the impressive monotone of the modern skyscraper. It will probably require some considerable self-education to at first accept what will seem like eccentricities of design and construction; but one is assured that in conception, in line and detail the architectural features are the most modern, practical, and if not, perhaps, the most beautiful, at least the most advanced in art. No hint of the "grandeur that was Greece" will be found in Chicago's Century of Progress Exposition—nothing of the ancient classic beauty that was such a revelation when the World's Columbian Exposition rose, in all its magnificence and stately splendor.

Magnificence there will be in the general pageantry and in the plainness as well, and there will be wonders of landscaping to embellish the scene. There will be a Court of Honor with an outlook on the lake of breath-taking beauty; and there are stately towered buildings that typify the trend of architectural thought of this day. There are, moreover, very unique presentments of thought in design and construction; notably in the Travel and Transportation Building, perhaps the outstanding feature of the extreme southern end of

the grounds. This building has attracted, probably more notice and more criticism, favorable and otherwise, than any other one of the units of the Exposition—and pictured on the front cover of this issue of The Magazine, is its principal feature, the great suspended dome. The building itself is windowless and nearly a block long. We quote from an authorized description of the dome which "introduces the first important application of the suspension bridge principle to architecture. Its roof is hung from 'sky hooks' instead of being supported from the ground up. The dome is the height of an average twelve-story building and has a clear interior diameter of 206 feet. From the tops of twelve steel columns built in a circle, cables run like threads of some giant spider web, supporting the roof."

In this short space it is of course not possible to enter into great detail of the innumerable interesting things to see and learn about when you come to the finished Exposition on or after June 1st. In later issues of The Magazine, we shall tell you about the magnificent replica of the most ancient Lama Temple at Jehol in China, which is now complete and has opened its doors to the *pre-viewers* of the Exposition of whom there are hundreds, daily. Also about a replica of old Fort Dearborn, of the Lincoln group and the Rutledge tavern; of the ancient Maya Temple of Yucatan and many other wonders from the uttermost parts of the earth, and then when all is said and done by way of preparing people to see, the only satisfying thing will be to actually see it. Milwaukee employes, readers of these pages may set about the matter of being business-getters for the Exposition without delay, for the Exposition should mean a great deal of travel for The Milwaukee Road.



J. M. Robertson Receiving Congratulations of Freight Auditor W. F. Miller

His 51st Anniversary of Service

ON January 15, 1933, Mr. J. M. Robertson of the Freight Auditor's office, celebrated the 51st anniversary of his continuous service with the Milwaukee Road. He entered the service under Mr. W. F. Dudley at Milwaukee, Wisconsin, and moved to Chicago in 1890 with the General Offices.

During these many years with the Milwaukee, spent entirely in the Accounting Department, he served in a number of responsible positions such as

departmental head of the Local Balancing Bureau and, at present, has charge of the audit of correction vouchers.

Mr. Robertson's many friends, on his 51st anniversary, offer their congratulations and hope that he will be with us for many years to come.

About Taxes

Tax his head, tax his hide,
Let the government officials ride.
Tax his cow, tax his calf,
Tax his horse and tax his ass.
Tax his house, tax his lands,
Tax the blisters on his hands.
Tax his Ford and tax his gas,
Tax the road that he must pass.
Tax the pay roll, tax the sale,
Tax his hard earned paper-kale.
Tax his pipe and tax his smoke—
Teach him government is no joke.
Tax the water, tax the air,
Tax the sunlight if you care.
Tax the living, tax the dead,
Tax the unborn ere they're fed.
Tax his coffin, tax their shrouds,
Tax their souls beyond the clouds.
Tax them all and tax them well,
Tax them to the gates of hell.

—Charlotte (N. C.) News.

Electric Train Lighting

on "The Milwaukee"—II

By Carl E. Wood, Engineer of Train
Lighting, Milwaukee, Wisconsin

AN article bearing this same title and covering the chronological development of train lighting, written by Mr. C. R. Gilman, who is one of the pioneers in this work in the United States, appeared in these columns in a previous issue.



Carl E. Wood

It will be recalled that the electric light was very young, indeed, when first installed on Trains No. 1 and 4 (later called

the Pioneer Limited) in the fall of 1888. In fact, lighting by electricity was just getting its stride in the larger cities at that time, and was as yet none too reliable. Many difficult problems had to be solved and could only be solved with great patience, labor and perseverance.

The railroad management with its usual foresight could see the possibilities of this new method of lighting, and while viewing the problem from this day it appears of no great moment, yet at that time it required the exercise of exacting judgment, particularly when it is remembered that the Pioneer Limited was one of the first electric lighted trains in the country.

You have been told of the rapid growth of the system, not only keeping pace with the growth of trains, but its extension to the principal trains until by 1923 all trains on the railroad were electrically lighted.

Again viewing this from the present day it appears that this was an easy goal to reach, but you can be assured that it was not, and a great deal of hard work and conscientious effort had to be put forth, together with a large expenditure of money to accomplish it. And, indeed, it must be pointed out that the train lighting system comprises only a very small component part of this great railroad.

But in this age when great advances have been made in all industries and marvelous inventions produced which affect the public welfare, as much, if not more, than the steam engine, the electric light and even the railroad itself, we accept such progress and inventions, as a matter of fact, and seldom stop to realize the effort, time and money expended to accomplish them.

The radio, the motion picture and the adding of sound to pictures have probably caused more public interest than any other recent inventions, perhaps be-

cause they are entertaining, but the average person viewing a movie seldom gives a thought to the vast effort and money spent in producing it. If it were not for the fact that such matters were sometimes advertised, we would probably have no conception of the problems of producing them.

And likewise when we visit the theater to witness even an average play, we do not stop to realize the effort and money expended for our entertainment.

It is sometimes interesting to view the performance from backstage to see not only the actors with whom you are already familiar, but the setting of scenery, operation of drops, the producing of the various "electrical effects" and the many other apparently complicated but necessary functions that make up the show. You would not have the time, nor would you be interested in obtaining a detailed knowledge of operating the show, and probably very few of the details that you witness would leave a lasting impression, but you would have a better appreciation of the magnitude of the show, the effort expended, and probably a general idea of the expenditure of money involved in entertaining you.

While we are primarily interested in the "electrical effects" which the electrician produces, it is not the purpose to burden you with the various manipulations of the apparatus to produce them, but to point out in a general way the magnitude of the apparatus and the expenditure required of the owners in providing this small but necessary part of the show. So let us make a short visit back-stage on the railroad and interview, at least, the electrician.

He will tell you among other things that all the generators used for lighting passenger trains have a capacity of 1200 kilowatts, which means very little. Unfortunately, or perhaps fortunately, kilowatts cannot be laid end to end and

be said to reach from Chicago to some other place, neither can they be piled in one great pile, nor weighed, and you are only mildly interested. But if it is said that all of these generators combined in one big generator would light a community of 3600 average homes, you are interested and begin to appreciate what the railroad has had to provide for the comfort of its patrons. And this is only one very small, although necessary, function that must be performed by the railroad.

Most of us understand the universal language of dollars and cents, and when you are told that this aggregation of generators cost the railroad in round numbers \$500,000.00, perhaps your interest has increased slightly.

But, this is not all. This comparatively large community is moving and cannot be supplied with light from one central plant. The units are separated from each other and are often in places where outside power is not available. But they must be provided with light whenever necessary, which makes it necessary to provide enough batteries to light the cars during such times. The number is not important, but it is interesting to note that this aggregation of batteries represents an investment of approximately a third of a million dollars. If grouped together they would light the above mentioned community for a period of one and one-half hours, or if the group were divided into automobile batteries, it would provide batteries for 7,160 cars. It might be added that the total weight of the group is 607 tons and this is another burden the Railroad must carry to provide comfort for its patrons.

Much could be said concerning the expenditure the Railroad has made by providing for its cars beautiful lighting fixtures, many of which were designed especially to harmonize with the car interiors, but space does not permit. It need only be said that the total investment in train lighting equipment is over one million dollars.

Thus, it is hoped that this short visit back-stage on the Railroad will give you a better conception of at least one phase of what the Railroad is doing to provide comfort for the traveling public.

The Old Jawbone

By Si Stoddard

BACK in the days when the village tailor designed father's coat in such manner that there was sufficient tail to hide two well-worn spots from a curious public's sight, an odd bit of railroad crept out of Lombard, Mont., wormed its way painfully up the creek bed of Sixteen Mile Canyon, climbed the summit of the Little Rockies, and started coasting toward the east, keeping as close as possible to such cow and sheep ranches as had taken root in that sparsely settled country. In the immediate neighborhood of what is now Harlowton, the engineer must have dropped a monkey wrench into the ma-

chinery, because something caused the line to veer to the left, and before the asthmatic, one-lung engine finally developed rheumatic symptoms, a terminal was established at Lewistown.

It was known intimately, if not affectionately, as "The Jawbone," and was regarded as more or less of a joke by everybody except those unfortunates who were obliged to patronize it.

Unlike the fabled tortoise, Jawbone trains were not limited to speed. They did take on the attributes of the turtle when it came to climbing to the summit, but once over the hump and headed

down grade it was a different story. All the hoppers could do was to shut off steam, drape themselves on the whistle cord shrieking for brakes, while the cons and shacks decorated the swaying hurricane deck, saying prayers between clinched teeth and squeezing finger prints into cast iron brake wheels.

But regardless of existing conditions, the trains generally reached their destinations, although the old-time "rails" admit this accomplishment often required the better part of a week.

According to legends that make the rounds of fishermen who congregate along Sixteen Mile Creek and the Mus-selshell, every summer, a hoghead on the Jawbone Flyer pulled out of Lombard in a dense fog, one morning. Several miles over the summit, his tallow-pot yelled across the cab:

"Strikes me this 'gine is ridin awful hard, today."

The engineer admitted the roadbed seemed rougher than usual, but paid no further attention to the matter. A half-hour later, when the sun came out and the fog lifted, it was discovered the train was off the track and the engine getting a great kick out of chasing a band of sheep across the range. It required two days and the united effort of three section crews and a score of horses to get the outfit back on the main line.

Although the engines on the Jawbone were equipped with what was then known as cowcatchers, none of the hoppers ever intentionally bumped into anything heavier than a Montana jackrabbit. A range bovine, especially one of the masculine gender, was considered a formidable obstacle that was sure to wreck havoc with train schedules. The range bull was held in high regard, so much so that section bosses refused to display red flags except on such occasions as Supt. Hughie Spencer chanced along.

It is related that a passenger train, headed in the direction of Lewistown, rounded a curve, well camouflaged by brush, and collided kerplunk with a longhorn. The crash aroused the animal's indignation, and he promptly slipped one of his horns under the pony truck and heaved the train into the ditch.

The suddenness of the jolt caused a passenger of Irish ancestry to leave his seat hurriedly and collide head-on with the solid old volcano stove that supplied heat in the car. He was damaged to such extent that the tin hats ordered him taken to a hospital. He was stretched out on a cot, several days later, studying the wall paper designs on the ceiling, when a friend called on him. During their conversation the friend intimated Pat had a fine chance to pick up a piece of money by suing the railroad company.

"Go after the money," he advised, "you have a clear case."

"Clear case nothing," Pat growled. "If I ever get up in front of a jury and stated the true facts, the verdict would be contributory negligence. They would tell me I should have shown better sense

than to take the chance I did when the walking was good."

But the Jawbone is no longer "the pike it uster was." The transition took place in 1908. Transacting business in the vicinity of Harlo', one day, Superintendent Spencer chanced to glance toward the east. Something out of the ordinary was topping the horizon.

"Well, I'll be eternally—!" he exclaimed.

Turning, excitedly toward his companions, he continued, "Here comes the Yellow Peril we have been reading about in the papers."

"Aw, that ain't the outfit Floyd Gibbons has been predictin'," one of the party replied. "Don't that look like Pickhandle Burke bossin' that front gang? Sure it is! I'll betcha that the front guard of this Shecargo, Cream City and Peculiar Sound line we've been hearin' tell of."

The man was right.

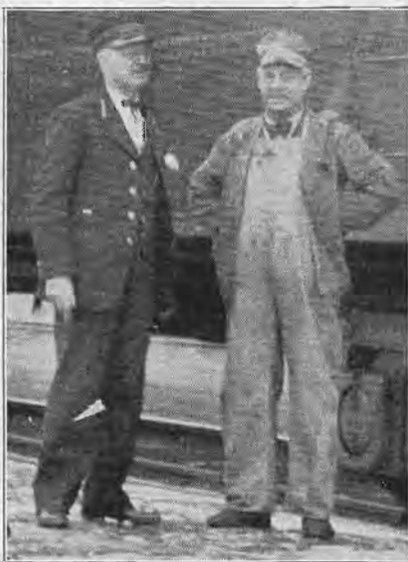
Shortly afterward a deal was recorded in Fergus, Meagher and other counties, whereby the C. M. & P. S. Railway had acquired full right and title to the Montana Railroad, alias the Jawbone.

But the general contour and appearance of the old pike failed to satisfy its new owners. Construction crews were soon on the job, and when they completed their work, the old Jawbone had practically passed out of existence. The

original roadbed along Sixteen Mile Creek gave way to a level grade high up the canyon wall. Snakelike curves and humps were ironed out and the primitive route is now only a memory. Where the one-lung steamers used to grunt and wheeze, modern electric motors, capable of hauling anything loose on both ends, glide easily and silently.

Numerous changes have taken place during the quarter-century that has transpired since the Jawbone passed out of life. The "lunch," composed of fried chicken, a half-dozen vegetables and two chunks of pie that Billy Kee used to swap for 35 cents at the Lombard depot, has now given way to a potted chicken sandwich and a dab of ice cream at six bits, further down the line. During the same interval the hand that was formerly supposed to rock the cradle has conceived the idea of rocking the world. The wilderness the Jawbone pioneered has developed into a great range and farming territory, replete with progressive towns and communities, where every modern facility is available.

Several of the old guard, who used to cash their Jawbone wages at a discount, are still playing the railroad game. With the knowledge and experience picked up on the Jawbone, they are co-operating in making the Rocky Mountain division one of the outstanding units of the great Milwaukee Line.



Conductor Ed. Anderson and Engineer Oscar Erickson

The Spirit the World Needs

AGENT BECK, of Geddes, South Dakota, tells the following story of what has come to be a daily incident of a train crew which operates through his town, and the reward that came to these two thoughtful gentlemen, Conductor Anderson and Engineer Erickson.

Mr. Beck's comment is this: "I have seen this newspaper throwing episode with the Thies kiddies scrambling for the papers and a chance to see the comic strip while I have been a passenger on this train, and I thought at the time

that this is the spirit the world needs and likewise the spirit that would make any institution successful if all the employes would get into it, and I am more convinced daily of that truth." And here is the story:

"Visions of a hold-up, broken rails or other trouble filled the mind of Engineer Oscar Erickson on the Platte Line gas-electric passenger train of the Milwaukee Road as it neared the farm home of Henry Thies, midway between Geddes and Lake Andes, the day before Christmas and came to a stop in answer to the violent signals of a man standing in the middle of the track.

Conductor Ed. Anderson hurried ahead to learn the cause of the delay. All fears were soon dispelled when the farmer brought forth and presented to the conductor and engineer two big, fat turkeys, saying that while his wife was sick in the hospital at Lake Andes, his daughter was ill in the hospital at Yankton, and a farmer's lot these days was none too easy, they wanted to show their appreciation of the fine friendship shown them by this train crew the past year.

The Thies home lies close beside the Milwaukee Railroad track and for more than a year past it has been the regular custom for Conductor Anderson to wrap up his daily paper with magazines or other reading matter that he could gather and toss them over the fence into the farmer's yard. This has grown to be a daily event with greetings waved between the Thies family and the train crew as they speed by.

ACCIDENT SAFETY PREVENTION

The Safest Year
1933

Arthur S. Benson
Electrification Department Trolley
Maintenance Crew Foreman,

Railroad employment ranks as one of the most hazardous of positions.

Some years ago the necessity was foreseen that safety should be brought to combat with hazard. There has been rapid progress along this course and while still far from attaining the mark that had been set for us, the idea has steadily advanced and has become to date one of the most thought of and talked of part of our work.

To reach the mark we are striving for, calls for the utmost effort from each and every one.

The past has proven that a percentage of our accidents has been due to some violation of safety rules specified to cover such cases.

We must at all times bear in mind that it is essential that safety be considered first and practiced at all times, as the benefits to be derived from it will be realized only when they come to be considered as a routine work and not as involving extra laborious operations.

Our work is hazardous only when those safe practices necessary to combat these hazards are neglected.

So, let this be our slogan for 1933. We shall do our work in such a safe manner that accidents will not be due to disregard of rules or instructions on our part.

Safety With Comfort

C. W. Jacobs, Agent, Rock Valley

THE railroads during years of intensive campaign for the Safety First doctrine have developed wonderful progress towards achieving a goal of 100 per cent in the elimination of accidents in all their departments. Hence it would seem a justifiable policy for the passenger traffic department to now capitalize these facts by bringing attention of the traveling public to the utmost safety and comfort only available on the rail lines.

The newspapers are daily flooded with accounts of wrecks and all forms of accidents to automobile and bus transportation. For an illustration for this assertion just refer to the November 21st copy of the Daily Sioux City Tribune, where you will find no less than twelve such items covering just the territory in and around Sioux City. Tabulating these accounts and we find a total of six fatalities and twenty-four others more or less seriously injured. What an uprising of public sentiment would be created if these accidents had been attributed to the railroads, especially if due in part (as on the highways) to sleepy

and overworked employes! Accidents on the highways are becoming so common that soon the newspapers will ignore mentioning them, as they largely now do concerning the mere closing of a busted bank. It's obvious that the highways have more need for the old "NO TRESPASSING" sign than do the right-of-ways.

The sensible person has about arrived at the conviction that if he wants to reach a considerable distance and continue to live that he better keep off the highways and take to the sane and safe rails. The proportion of accidents is about ten thousand to one against the highways in favor of the railroads. Un-

You and I

When you're in a rush or hurry
And you're trying to make a mark,
Don't forget that "Ole Man Safety"
Is the safest bet you've got.

He's been left out on occasions—
Just forgotten by a few
Much to their regret and sorrow;
May be that one was you?

There's a new year in the offing
So let's altogether try;
Make it's record bigger, better
Than the one we left behind.

—Arthur S. Benson,
Trolley Maintenance Crew Foreman,
Electrification Department.

der modern improvements, lavish expenditures for luxurious equipment, installation of safety devices and the intensive training to maintain expert employes, the accidents on the railroads have become almost negligible, while on the highways quite the opposite is true and the conditions are simply appalling in their heart-rending details. In ten years the highway troubles increasing at the present ratio it will be necessary to install an emergency hospital on every opposite corner from the oil stations.

The superintendent of the Safety First department of one of the Class "A" railroads calls attention to the fact that but four passengers were killed on all of the railroads of the entire country during the year 1930. The same report also shows that if a passenger wanted to get killed upon a railroad, according to the law of averages, he would need to go around the world 222,582 times. On the other hand a patron of the highway travel to escape extermination for a similar jaunt would need to possess many times the alleged nine lives of the cat.

Unquestionably the advertising department of the railroads would be justified from a humanitarian and from a business standpoint to fairly flood the country with literature setting forth these and other statistics to bring out the point that the railroads—and only

the railroads with their modern facilities can and do—insure "Safety with Comfort."

Work for Elimination of All Accidents

Following is a paper prepared by Section Stockman Roy A. Long, read before the Store Department Safety Meeting held at Tacoma, Washington, on December 5th:

Safety First has been drilled into us until it seems that we should all have the idea in our minds by this time. Yet in spite of all that has been said and done, we still continue to have accidents on the railroad—many of them fatal.

It seems that we are either careless of our own safety, or else deliberately ignore the rules which have been made for the guidance of our conduct in our work.

If we do not profit from the experience of others who were careless or ignored the safety rules and thereby caused accidents to themselves or others, then we are either too stupid to learn or deliberately opposed to the idea of taking care of ourselves and regardless of the safety of our fellow workers.

For the safety first idea to succeed, we must make an effort to live up to the rules and try our best to guard ourselves from accident.

It is of no use to say to ourselves that we will not have an accident, for accidents usually happen when least expected and are usually the result of some false move on the part of ourself or a fellow worker.

It is for the purpose of teaching us Safety Rules were laid down and it is up to each of us to study these rules and become familiar with them.

The elimination of all accidents on the railroads will not come until all have learned the principles of safety and know the most familiar causes of accidents.

It is for this purpose that we are required to study Safety and are told in detail of the accidents that continue to occur.

The elimination of all accidents on the railroads may never come, but in the meantime it is up to all of us to work with that end in view and if complete success is not attained, we can at least say that we tried our best.

Deadly Information

Two farmers met on the road and pulled up. "Si, I've got a mule with distemper. What'd ye give that one of yours when he had it?"

"Turpentine. Giddap."

A week later they met again.

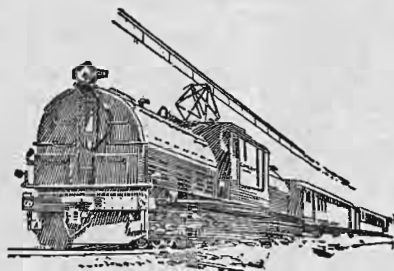
"Say, Si, I gave my mule turpentine and it killed him."

"Killed mine, too. Giddap."

Patient—"Doctor, are you sure this is pneumonia? Sometimes doctors prescribe for one thing and patients die of something else."

Doctor (with dignity)—"When I prescribe for pneumonia you die of pneumonia."

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



Climbing Out

Under normal conditions the successful operation of a large railroad such as ours entails great responsibility.

The unprecedented conditions prevailing during the past three years, and now more trying than ever before, have added much to the responsibility of railroad employes and developed a spirit of confidence that is essential to cope with the situation. This attitude has accomplished much and is bound to bring the desired results when the tide begins to turn.

When the revival comes the "Old Milwaukee Spirit" of giving full measure of devotion to its service will have developed, under adverse conditions, a courageous organization capable of meeting any emergency.

A handwritten signature in cursive script that reads "J. D. Gillick". The signature is fluid and elegant, with a long horizontal flourish at the end.

Vice-President

(Contributed by G. R. Morrison, Superintendent Employment Bureau)





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CARPENTER KENDALL, *Editor*

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

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J. H. Foster

ON January 12th, at his home in Minneapolis occurred the death after a protracted illness, of James H. Foster, Resident Assistant to Vice Presidents and veteran employe of The Milwaukee Railroad.

Mr. Foster was born in Waukesha, Wisconsin, on April 12th, 1860, and entered Milwaukee service in 1873 as telegrapher. His entire business career of sixty years was with this company, which he served with single-hearted devotion. He worked in the various grades of station service on the I. & M. Division until 1881 when he became dispatcher on that division, until 1885. He worked in the same capacity at Wabasha and was also agent and dispatcher at that place until 1891 when he was promoted to trainmaster of the River Division where he remained until 1896 when he was made superintendent of the Aberdeen Division. From that time he saw service as superintendent on the Wisconsin Valley Division, River Division, C. B. Iowa Division until 1907 when he went to Minneapolis as Assistant General Superintendent. In 1912 he became general superintendent of the northern district which position he held until 1923 when he was appointed resident assistant to vice presidents of the

operating and traffic departments. Mr. Foster was a member of the Board of Directors of the Veteran Association.

Such is the book record of a man who made a shining mark for himself wherever he went, enjoying the friendship and trust of his co-workers, his superior officers and his subordinates. Few men have lived and served with greater fidelity and none have passed from the ranks of The Milwaukee Road with a more honorable record. He enjoyed as well the confidence and esteem of the patrons of the railroad and as he went on up the ladder of his successes their sincere congratulations and good wishes always went with him. His passing is a loss to the community in which he lived, to the railroad he served with faith and loyalty and to the many friends who mourn his going and honor his memory.

Funeral and burial occurred in Minneapolis on the 14th and was largely attended by his old associates, officials of the railroad and the many friends of his business and his social life.

He is survived by his widow and three daughters, all of whom are married, to whom the sincere sympathy of the Milwaukee Railroad family is offered in their bereavement. They have a priceless heritage in the memory of a life well spent.

a highway or any other kind of public property is not a tax, but a rental. To compel those who use the highways for commercial transportation for private profit to pay adequately for such use will provide increased revenues which will make it possible to reduce the taxes now collected by our local and state governments upon real estate, other property and incomes.

"Second. The railways ask that those engaged in commercial transportation upon the highways for their own private profit shall be—as the railways now are—subjected to regulation of their equipment, operation, service and rates. Such regulation is needed to promote public safety upon the highways, upon which about 34,000 people are being killed and one million injured annually. It is needed to compel those who offer highway transportation service to the public to render that service reliably, continuously, responsibly and efficiently. It is needed to stop unfair discriminations in rates and other practices in highway transportation which are now demoralizing commerce throughout the United States.

"Third. The railroad program contemplates, not destruction of highway transportation, but such co-ordination of railway and highway transportation as will afford the public the best practicable service at the least practicable cost. The truck is superior to the railway for transportation within terminals and for short distances. The railway is superior to the truck for long distance transportation. The proof that the railways are not trying to drive trucks from the highways is that railways throughout the country are themselves acquiring trucks and working out various plans of co-ordination to provide a complete rail-highway transportation service that will be as good and economical as practicable. What the railways object to is long distance competition from trucks which is made possible only by government subsidies to, and lack of regulation of, trucking, and which is unfairly, and contrary to every sound economic principle, diverting from the railways hundreds of millions of dollars annually in earnings which they need to render to the public the railway service that the public needs.

"The subsidized and unregulated truckers are not engaging in competition only with the railways. They are engaging in competition with commission merchants and retail merchants by buying commodities of numerous kinds and dumping them on markets everywhere, thus demoralizing prices and destroying

The Need for Highway Legislation

"THE program of the railways for equalizing government treatment of the railways and other carriers is being so widely, persistently and grossly misrepresented by many spokesmen . . . as to indicate they realize that they have no effective argument against the railroad program that is not based on misrepresentation," said Samuel O. Dunn, chairman of the Simmons-Boardman Publishing Company and editor of the Railway Age, in an address on January 18th at the annual convention of the Northwestern Lumbermen's Association in Minneapolis.

"One of the misrepresentations constantly disseminated is that the railways are seeking increased 'taxation' of all motor vehicles, including private passenger automobiles and light trucks. This assertion is untrue and is so often made for the obvious purpose of arraying owners of private automobiles and small trucks in support of those who operate large buses and trucks upon the highways in rendering commercial transportation for their own private profit.

"The railroad program was recently presented definitely and in full to the National Transportation Committee, of which the late former President Coolidge was chairman. There is nothing whatever in it that would affect owners of private automobiles or light trucks, excepting favorably by increasing safety upon the highways.

"The railroad program deals solely and exclusively with those who use the public highways to carry on commercial transportation for private profit. It proposes the adoption of, roughly, three policies.

"First. It proposes that all national and state subsidies shall be withdrawn from those who operate commercial buses and trucks for their own private profit by requiring them to pay charges for their use of the highways that will defray all the costs that their use of the highways now causes the general public. This is not, as is constantly represented, a demand for increased 'taxation.' All taxes are now too high and should be reduced, but a charge for private use of

the profits of business men and business concerns that cannot meet such piratical competition. Protests against such demoralizing practices are being made by men in almost every line of business all over the country; and the spokesmen of truck manufacturers and operators answer them merely by misrepresenting demands for withdrawal of subsidies from truck operators and for reasonable regulation of truck operation as 'railroad propoganda' against all users of the highways.

"Proper regulation and withdrawal of subsidies from commercial highway transportation is in the interest not only of the railways and their employes, but of every taxpayer, of every farmer and almost every business man, of every owner of a private automobile or light truck, of manufacturers of private automobiles, and even of every truck manufacturer and truck operator who wants to see business done in this country in a way that will help to revive general business; and I don't believe that adoption of the fair and reasonable legislation regarding highway transportation for which the railways are asking will be prevented by the reckless misrepresentations of it which are being disseminated."

Frank D. Dale

ON January 15th at his residence in Chicago, occurred the death of Frank D. Dale, Auditor of Station Accounts for this company. Mr. Dale entered the service of The Milwaukee Road in 1915 in the Accounting Department as clerk and received successively promotions to various positions in that department.

Funeral services were held at Edison Park Methodist church on the 17th and burial was in St. Josephs Cemetery. He is survived by his widow, three daughters, two sons and his mother, to whom the sympathy of Milwaukee Railroad friends is tendered.

M. H. Ryan

THE numerous friends of Mr. M. H. Ryan were grievously shocked by his sudden death on the evening of Saturday, December 31st.

Mr. Ryan was a veteran of The Milwaukee Road, having spent 43 years in its service. He was 64 years of age, a native of Whitewater, Wisconsin, and entered the Milwaukee service as clerk in the Bridge and Building Department at Milwaukee in January, 1889.

From this date to January, 1898, he served in that department at Milwaukee, Tomah and Green Bay, when he was transferred to the Accounting Department in Chicago as Accountant in the Office of the Auditor of Material Accounts. In July, 1916, he was promoted to the position of A. F. E. Accountant in the Office of the General Manager and in April, 1919, he was appointed Chief Clerk in the Valuation Department and later in the Office of the Auditor of Investment and Joint Facility Accounts, serving in that capacity on the staff of Mr. Lodge at the time of his death.

Mr. Ryan served the company effi-

ciently and with great fidelity. He was a man of excellent character and unquestioned integrity and his passing is keenly felt by his friends and business associates. He was preceded in death by Mrs. Ryan and three children, and is survived by six daughters and one son, to whom the sympathy of the Milwaukee family is extended.

Henry J. Wandberg

Mr. Henry J. Wandberg, 72 years, boiler inspector, and having worked for the railroad 49 years, passed away Saturday, December 10th at his home, 3033 Bloomington Ave., Minneapolis, after a long illness. He is survived by his wife and three sons, Edward, George and Fred of Minneapolis, all three sons being employes of the railroad at Minneapolis. Sympathy is extended to the family in their bereavement.

William H. Cobb, who served many years as District Safety Inspector, and the last few years in the office of the Manager of the Safety Department, died suddenly at his home in Chicago on December 21st. Funeral and burial took place on December 23rd.

Adolph Anderson, car inspector, Council Bluffs, died at his home in that city in November. Mr. T. P. Schmidt, car foreman, Council Bluffs, pays the following tribute: "In the performance of his duties as car inspector for the past 21 years, he gave that class of service that lingers in our memories as a precept and a guidance. His contact with his fellows was always considerate and friendly, were it on the job or through his days of illness. He left behind him many friends as was attested by the large attendance at the funeral and the many floral tributes. Besides his wife, Mr. Anderson is survived by one daughter and three sons and we extend to them our sincere sympathy."



Engineer Slater, Mrs. Slater and Great-Grandchild

Oldest Engineer on H & D

Mrs. G. E. Spear

FORTY-SEVEN years ago Ben Slater hired out to the Chicago, Milwaukee and St. Paul railroad "way out west" where Indians were still plentiful and railroads were a new and

wonderful development. He worked out of Aberdeen, though at that time the town was merely an infant three or four years old.

Since 1885 Mr. Slater has piloted an engine over the Milwaukee from Aberdeen to Moberg and from Aberdeen to Mitchell. For a few months in 1931 and 1932 he took a well-earned vacation, but he is now back in his cab, still running his F-4 engine to Mitchell and rolling along just as fast as any young engineer on the Division. His greatest ambition now is to pilot the F-6 engine used on the Olympian.

On Nov. 27th Mr. Slater celebrated his 77th birthday with his children, grandchildren and great-grandchildren around him. His age has failed to bend his tall, straight body and his eyes still sparkle when he remembers men and incidents of the many years he has worked for the Milwaukee.

Mr. Slater helped to build several miles of track, west from Ipswich to Bowdle in 1887 and the same year from Ellendale to Edgely, N. D.

"One day," related Mr. Slater, "as we were working near Glenham, a party of Indians rowed across the river and looked our camp over curiously. They seemed reluctant to leave and so at dinner time we invited them to eat with us. They were pleased with our hospitality and told us much of their life across the river. When they left they invited us to visit them. So one evening we called upon our Indian neighbors. We found the men living in quite modern frame houses, but strange to say their squaws refused to live in the 'white men's houses' and they were still sleeping in teepees."

"For years and years we worked without switch lights," went on Mr. Slater. "I remember one dark night, when Conductor Richter almost jumped from the cab. He was looking ahead and suddenly saw a switch that looked as though it was turned wrong. He yelled and was about to jump when I looked out in time to see that it was only a nail keg that some mischievous kids had placed on top of the switch."

Mr. Slater has worked through some severe blizzards, and he recalled one that resulted in what might have been a serious accident. "We were ordered west with a double header on what would now be No. 5. It was snowing bad. The snow stuck to the windows and we could not keep it off. We crawled slowly ahead, unable to see but a few feet ahead of us. When we were about ten miles out, we succeeded in clearing the glass for a moment and there, just in front of us, was a caboose. It was too late to stop. All we could do was jump." For a moment Mr. Slater's eyes twinkled and he chuckled at the memory of the fireman who, in his excitement, climbed as high as he could on the tank before he jumped. "He broke his hip in that jump and was laid up for two or three months. The first engine went off the track and the second engine hit me, knocking me down a steep bank, which probably saved my life."

The Agricultural and Colonization Department

Not More But Better Grains Millers Buy Only the Best Kinds

ONE would think from the reports in the press and from verbal contact with wheat farmers of the country that any miller in this great wide land of ours would be able to get all of the wheat he wanted for any purpose. And yet many of the millers often complain that they are not able to secure the proper kinds and quality of wheat to keep their mills running to best advantage.

Owners of grain elevators and elevator managers also complain that they have to handle hundreds and thousands of bushels of wheat for which there is little or no milling demand. This "low grade, off type" wheat that comes to them from their patrons occupies valuable space in the elevators, becomes mixed with the best kinds and otherwise adds to the expense of operating the local or terminal elevators. So serious has this inferior grain become to the trade that in some territories millers actually discount their bids when and if they do offer to purchase from known territories of low grade or off type wheat. All of which is reflected back to the farmer in decreased returns per acre of wheat grown.

Numerous carload sales of wheat have been checked during the past few months that well illustrate the point in question. Often two cars of wheat will sell on the same market the same day for a difference of five, seven or as much as fourteen cents a bushel. The two cars might have come from neighboring towns or at the most less than a hundred miles apart. One can easily see that if the town shipping the poorer wheat should send many such cars to the market it would soon become known to buyers as a whole and be discriminated against. Surely the farmer cannot afford to continue to grow the kinds of wheat that will not sell well. Certainly elevators that are forced to buy low quality wheat will become known to the trade and in the end be so discriminated against that they will be forced out of business.

To correct this situation, that actually has become serious in some communities, a program of crop improvement work has already been started. Those co-operating in the movement to improve the wheat crop are: The Northwest Crop Improvement Association (representing the millers), The South Dakota State College, Federal Grain Supervision, U. S. Department of Agriculture, and the Agricultural Department of The Milwaukee Road. Several meetings with farmers have already been held and more will be held in the future as time and conditions permit.

At these meetings actual samples of

grain from local elevators are used to illustrate why some will sell for several cents a bushel more than others. Grading grain is described; dockage is shown; the effect of mixing varieties is illustrated; how disease affects the milling qualities of wheat is clearly demonstrated; reasons for growing certain desirable varieties are presented; why flour from some varieties of wheat will make a loaf of bread rise higher than others; why flour from some wheat, when baked, turns gray instead of remaining white; many other things are described; questions are asked and answered, and it is all done in such a way that farmers may become convinced that the production of acceptable, recommended varieties of wheat is to his advantage. Incidentally, if the recommendations are followed out, as they apparently will be, millers will remain interested buyers of the wheat grown. Elevators will continue to be shippers of the kinds of wheat in demand and our Road will enjoy its rightful amount of grain shipments.

At each of the meetings farmers are made to realize the importance of this grain improvement problem. They are urged to organize into local or country crop improvement associations with a well defined program for improving the crops of the community during future years. In some counties these local organizations have been formed and are now carrying the message of better crops to their neighbors and others. An effort is being made to make these local crop improvement associations permanent factors in the upbuilding of crop production in the areas served.

While emphasis is put on the improvement of wheat at the meeting, the other grains are not overlooked. There is room for improvement in all of the crops grown and no opportunity is lost to bring out that fact, for in the success of the farmers rests the success of our Road.

"Where to Select a Farm Home and Why"

In One of Twelve Milwaukee-Served
Agricultural States

"WHERE to Select A FARM HOME and Why" is the title of a new double-faced folder recently is-

sued by this Department of our Road. One face of the folder pictures one of the famous breeding herds of Shorthorns in the state of Iowa. It is a modest country home typifying what may be secured by farmer-breeders who consistently pursue a given field of farm production. At the bottom of this cover page there is an inset telling where, along The Milwaukee Road, farm homes may be had. That inset is "Near the Seashore or Inland; In Woods or on the Prairie; By Lakes or by Streams; Among the Mountains or in the Valleys; Near Cities or Near Towns; Your Choice Is Wide."

The other face of the folder is a typical midwestern scene of good White-faced steers grazing in a woodland pasture. Again at the bottom of this cover page there is an inset which reads, "In Twelve Agricultural States; Irrigated or Non-Irrigated; Livestock or Grain Farms; Orchard or Garden Lands; Improved or Unimproved; All Kinds; Easy or Reasonable Terms."

Opening up the folder, the reader finds that each section of the country served by our Road is described briefly regarding its farm opportunities. The descriptions depict those areas in the twelve states we serve where there are yet opportunities for additional farm settlement. Pictorially described, the areas are reviewed under the following sub-heads: Washington; Montana; Northern Idaho; The Dakotas; Wisconsin-Michigan; The "Corn Belt" and Northwestern Livestock Ranches.

Any land-hungry person, after reading this folder, should be able to find a location where he might "with pleasure and safety" purchase a farm home entirely to his liking. Any of your friends or acquaintances whom you know to be looking for a desirable location should have one of these folders. If you will supply us with their names and addresses we will gladly send them one.

A young lady walked into the bank the other day and asked to have a check cashed.

"Please indorse the check, madam," the teller said.

"Why my husband sent it to me," she said.

"Yes, madam, but just indorse it. Sign it on the back, please, and your husband will know we paid you."

She went to the desk and in a few minutes returned with the check indorsed "Your loving wife, Ethel."



Approximately 70,000 acres of good land were recently brought under irrigation in the Kittitas Valley, Washington, on which more farm homes, like this one, will some day be built

JUST TURKEYS



Making Your Acquaintance

TURKEYS are curious birds, curious in a number of ways, one of which you can see from these pictures. If you drive among them, they welcome you with open wings, and then proceed to investigate you and particularly your car, for they have a special flair for automobiles. They hop on the hood and peck at the shining windshield and they mount the "spare" at the rear for a reconnaissance at the rear window. It doesn't matter if you remain inside the car, they are complacent about that, and give you an appraising eye while they conduct their investigations.

Another of their habits is the wanderlust, and like sheep, if the leader goes over the fence and starts off down the road, he soon has a respectable following marching after. Down the road they go, an investigating eye on the details of the route, hesitating here and there for a look-see, but ever the forward path. Then back at the corral the word goes forth that "turkeys are out" and a posse sets out in search. They are not difficult to trace, but to get them on the back trek is something else again. Coercion is little help for the whole flock is likely to just sit down in the road and refuse to budge; they fly over the heads of the drivers and proceed calmly on their sight-seeing tour and only when the leader decides it is time to go home and about faces, is the return journey accomplished.

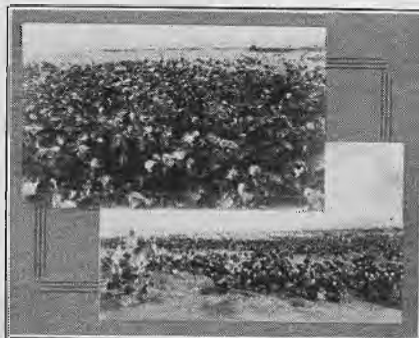
Curious birds, indeed, and interesting to a degree, especially when they are congregated en masse, to the numbers of thousands in one flock. Last season a flock of 38,000 was raised out around Presho, and those seen here are a unit of 8,000 in one corral of eight acres; other corrals graded as to age and size are scattered over the prairie and on the hillsides, as far as the "ranch" extends.

Caretakers in the turkey industry have to be experienced men who work in day and night shifts, so that their propagation and rearing may be conducted in the most scientific and efficient manner. The Presho turkeys were a part of the great flocks of the Boote Hatcheries which maintain poultry farms in various localities of South Dakota and Minnesota, the Presho plant being their largest. The South Dakota climatic

conditions are especially favorable to the turkey industry and this company expects another year to increase their production to still larger numbers, with the intent to drive prices down to where turkey meat may be regarded as staple food within the reach of every pocket-book. Good news. For turkey meat is still considered a treat on the Amer-



Mrs. Burk, Wife of Agent, Presho, Introducing the Birds



Acres of Turkeys

ican table, but its appearance there has of late years been restricted to holiday fare because of the high price and a belief in the difficulties hitherto attached to bringing the birds successfully to maturity.

Turkeys thrive in South Dakota for one reason in particular, because the climatic conditions favor them as little birds. There is no long wet grass for their wandering fancies to lead them into—that time-honored bugaboo of the farmer's wife in the east, who daily sees her little flock dwindling as they come home to roost in the evening; and her hopes for some "turkey money" going

glimmering. Fortunate she, if there is one left for the Thanksgiving feast at home. This last season saw wonderful turkeys on the market at prices low enough to be in reach of many who, otherwise would have had to be content with pork roast or whatever; and this, thanks to the spread of the turkey industry.

Next year the hatcheries at Presho are expected to turn out an even larger number than were shipped from there for the 1932 Holiday seasons, but it is doubtful if even with augmented numbers there will be an any more impressive sight than those 38,000 spread away as far as eye could see up into the low hills where the huge moving flocks looked like stunted evergreen growth waving in the wind.

We sing a requiem to those handsome birds the while we hail the new dispensation.

The turkey shipment from the many stations on our line where markets are maintained in South Dakota and Montana furnish a nice fall and winter traffic.

Neal Gregory

Neal Gregory, retired chief carpenter, C. M. St. P. & P. R. R. Co., passed away at his home in Milwaukee, Wisconsin, on December 23, 1932.

He was born at Dubuque, Iowa, on March 20, 1857, and here he spent his boyhood days, receiving a common school education. In 1880 he entered the service of the Milwaukee Railroad as a bridge carpenter and a year later was given a foremanship. In 1888 he went to Colorado as a contractor and returned to service with the railroad in 1902. In 1906 he was promoted to chief carpenter, which position he held until 1927, giving it up because of ill health. While with the railroad his work was mostly in the states of Wisconsin, Iowa and Missouri.

To Century of Progress Certificate Holders

A Century of Progress gives out the following notice: It will be necessary for holders of certificates to exchange these for tickets and this may be done at the Administration Building of the Exposition or at any of the five following places: Marshall Field & Company, Mandel Brothers, The Fair, The Davis Company and Carson Pirie Scott & Company.



Above pictured is the Basketball Team from Meiji University of Tokyo, Japan. This team is now in this country and used our line from St. Paul to Chicago, via Northfield, Minn., and

Decorah, Iowa, where they were scheduled to play.

At Northfield they played Carlton College, and Luther College at Decorah, and they arrived in Chicago on The Sioux January 26th.

THE MILWAUKEE RAILROAD WOMEN'S CLUB



Savanna Chapter

Mrs. W. G. Bowen, Historian

SAVANNA Chapter held its regular meeting on Monday evening, December 11, 1932, with 32 members present. The reports of the chairmen of the various committees were given. After the meeting a very delightful lunch was served.

About 250 boys and girls attended the Xmas party Saturday afternoon, December 17, 1932. At three o'clock a Christmas program and party were held, and at five Santa's Special arrived at the station with whistle shrieking and bell ringing. Santa's Special was lighted with red fuses and bedecked with evergreens. The train seemed enveloped in a rosy cloud as it steamed into the station. Alighting from the train Santa entered the passenger station, where he distributed candy and pop-corn balls to the youngsters.

"Fun on the Podunk Limited" was given by Savanna Chapter Monday night, December 19, 1932, at the club rooms. Guests instead of paying the usual admission fee, came with a parcel of food which was used to fill the Xmas baskets. The action of the play takes place on a day coach of the Podunk Limited. The play was directed by Mrs. Chas. Seitzburg. The cast was as follows:

Farmer Boggs.....	Mrs. Lillian Smith
Farmer Boggs' Wife.....	Mrs. Belle Anderson
Tommie Boggs.....	Mrs. G. W. Dahl
Mary Boggs.....	Mrs. Jas. Mosher
Grandma Wiggins.....	Mrs. Nettie Lynn
Grandpa Wiggins.....	Mrs. Herman T. Bimm
Colored Porter.....	Mrs. Fred Hungerford
Newsboy.....	Mrs. P. H. Franzen
Conductor.....	Mrs. Chas. Seitzburg
Fat Man.....	Mrs. M. D. Bertholf
China-man.....	Mrs. E. S. Hewitt
Bride.....	Mrs. William Sheetz
Groom.....	Mrs. L. Schwartz
Miss High Style.....	Mrs. Geo. Phillips
Irish Woman.....	Mrs. Bert Follett
Miss Prim—An Old Maid.....	Mrs. W. G. Bowen
Susie Olsen—A Norwegian.....	Mrs. Chas. Homedew
Mrs. Herbly—Interested in remedies.....	
.....	Mrs. H. Carmichael
Mrs. Deafly—Old fashioned and hard of hearing.....	
.....	Mrs. H. P. Buswell
Mrs. Stutterly—Who has an impediment in speech.....	Mrs. Wm. Smith
Woman Suffragette.....	Mrs. Ray Phillips
Margaret—Her Naughty Daughter.....	
.....	Mrs. Boyd Latham

After the play dancing was enjoyed until

11 o'clock P. M. The Xmas baskets were distributed Friday, December 23, 1932.

About 150 persons attended the second "Department Party" on the night of January 9, 1933. The Operating and Engineering Departments were in charge.

A pot-luck supper was served at 6:30 P. M. During the supper hour a birthday cake was presented to Mrs. Harry Carmichael, our president. Presentation of the cake was made by Miss Joyce Lanning, who also sang a birthday song, written in honor of Mrs. Carmichael. Miss Mildred Nutt accompanied Miss Lanning on the piano.

Miss Lanning on the piano.

An open business meeting followed. Seventy-four Xmas baskets were distributed the day before Xmas, and twelve sun-shine baskets. The Club went in with the Good Fellows on the meat for the baskets. Five hogs were butchered, of which we received our roasts, lard and sausage.

For the month of December our relief came to \$137.12; the Good-Cheer work \$12.90. Twenty calls were made and eight cards sent out. The Commercial Club sent us a crate of oranges and 250 boxes of candy for our Xmas baskets. The Club also distributed 100 boxes of apples.

Our February meeting will be a pot-luck supper sponsored by the Yard and Roadmen.

After the business meeting a very enjoyable program was put on, which was followed by dancing. The opening number on the program was a musical sketch presented by Jean and Joan Kline; followed by a song, sung by Miss Audrey Buswell, with Miss Nutt as accompanist; this was followed with a dance by Peggy Roe, accompanied by Richard McWorthy. A reading was given by Miss Jean McGovern, and a vocal solo by Miss Beth Fuller, accompanied by Mrs. P. H. Franzen. The closing number was a female impersonation act by Wm. Stafford of Dubuque, Iowa. The act included singing and dancing.

A good time was enjoyed by all.

Twin City Chapter

Mamie Rasmussen, Historian

THE Board of the Twin City Chapter met in the depot club rooms, January 5th. A very delicious luncheon was served preceding the meeting by Mmes. Morken, Kurzjike, Rogers and Rasmussen.

One hundred sixty three thanksgiving baskets were sent to needy families. Many thanks to those helping to fill these baskets.

The cash donations towards the thanksgiving and Xmas baskets amounting to one hundred dollars, was deeply appreciated.

The club is grateful and happy, having such generous support for relief work.

The regular meeting was held Monday, January 9th, in the club rooms.

The meeting was called to order by the president, Mrs. E. B. Stanley. Reports were made by the officers and committees.

We were honored by having Mrs. Carpenter Kendall and Miss Etta Lindskog as guests for the evening. We are always glad to have these

ladies visit us. Their talks are inspiring, giving a lot of good advice.

Two hundred and eighty one Christmas baskets were delivered to those in need.

Plans were made for a bake sale to be held January 28th.

Cards followed the meeting, after which a delicious lunch was served.

Perry Chapter

Mrs. J. J. Kindig, Historian

PERRY Chapter met in regular session on the first Thursday in December. The usual business was transacted and plans made for the Xmas party for the children which was held on Dec. 23rd. Mrs. R. C. Dodds was chairman and she with her committee, had a large tree set up in the clubhouse. All the Milwaukee children in the city were invited to attend. All received gifts and candy and apples; and sang Xmas carols around the tree. Mr. Fred Arnold impersonated Santa Claus, arriving on a special train, and was escorted to the club house by the children. Mrs. Utterbark, our president, and her committee filled and delivered sixty baskets to the needy railroad people. The Dennison & Partridge Lumber Co. donated the use of their large truck to deliver the baskets.

Our regular monthly bridge club decided to hold an Xmas party also and selected a committee of eight women with Mrs. Hansen, chairman, and Mesdames Young, Stater, Heinzelman, Joe Reel, Rothman, Donahue and Sullivan to serve a 1 o'clock luncheon to the members. The Club then had an exchange of gifts and spent the balance of the afternoon playing bridge. At our January meeting, held the 5th of this month, we decided to work for our 1/8 mile of pennies and a local firm donated all the envelopes for same. We also voted to hold a benefit bridge party at Parks Tea Room and hope to realize a nice sum of money for our relief work. Our sunshine committee has been very busy during the month of December as there has been a great deal of sickness. Our president appointed the following nominating committee: Mrs. Van Horne, Chairman, Sullivan; Joe Reel, Cornell; and Kindig.

The usual routine of business was cared for and at the close we had a short musical programme. Ruth Murphy favored us with a vocal number and Helen Cole and Dorothy Swift played two violin numbers with Wilma Krosche accompanying. A buffet lunch was served at the close of the meeting.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE December meeting of the chapter was held Tuesday afternoon, Dec. 6th. Complete plans for Christmas baskets were discussed, and distribution of free coal through railroad channels were discussed. The report of Mrs. William McCarthy, Welfare chairman, showed much activity along that line. Mrs. A. I. Lathrop was appointed librarian for the circulating library that arrived Dec. 5th. In the card playing, Miss Mildred Conklin won the favor at auction bridge, and Mrs. D. O. Daniels at five hundred. Out-of-town people present were Mrs. Ed. Urban, Mrs. John Flanigan, Mrs. Harry Norenberg and daughter of Tomahawk, Mrs. E. P. Little of Irma and Mrs. Frank Fredericks of Hurshaw.

The Wausau chapter held the January meeting at the club house on the 10th. Preceding the club meeting, a board meeting was held, at which welfare work was thoroughly discussed. At the club meeting, Mrs. William McCarthy gave a very fine report showing that over \$115 was spent for welfare work in December and that nearly a hundred personal calls were made. The sum of \$36.89 was spent for food, clothing, etc., and \$80.76 was spent for Christmas and Thanksgiving baskets. In addition, members donated quantities of home baking, jellies, jams and other delicacies. Fred Hodges of Wausau, gave thirty-five pounds of cheese, neatly wrapped in pound

REPORT OF RELIEF AND WELFARE WORK OF THE MILWAUKEE RAILROAD WOMEN'S CLUB

Months of October and November, 1932

October					November						
Chapter	Amount Spent on Welfare and Good Cheer	Number of Personal and Phone Calls Made	Number of Families Reached	Cleared on Ways and Means Activities	Balance on October 31, 1932	Chapter	Amount Spent on Welfare and Good Cheer	Number of Personal and Phone Calls Made	Number of Families Reached	Cleared on Ways and Means Activities	Balance on November 30, 1932
Gen. Gov. Board	\$ 10.00			\$ 3.41	\$22,054.59	Gen. Gov. Board				\$ 2.91	\$21,387.27
Aberdeen	37.25	160	28	18.34	1,054.80	Aberdeen	\$ 210.91	286	26	59.00	1,337.93
Alberton		3		32.37	52.76	Alberton		1	1	.10	49.37
Austin	11.00	115	26	28.05	352.03	Austin	41.00	286	26	15.50	332.37
Avery		36		14.95	47.57	Avery	8.50	20	1		36.77
Beloit	35.95	108	10	26.50	62.11	Beloit	79.55	101	11	38.26	61.40
Bensenville	41.95	18	3	10.55	2.03	Bensenville	44.34	20	4	22.17	66.27
Black Hills	.50	55	3	19.00	87.89	Black Hills	1.00	65	4		15.86
Butte	7.95	5	1	10.00	121.23	Butte	4.50	16	8		126.36
Cedar Rapids			2	23.67	36.31	Cedar Rapids		33	10	17.02	44.35
Channing				8.71	21.92	Channing	7.54	10	10	5.11	20.13
Chicago Fullerton Ave.	44.23	9	14	99.97	2,042.80	Chicago Fullerton Ave.	59.54	9	72	109.02	2,017.81
Chicago Union Station	81.65	48	10	30.75	1,307.63	Chicago Union Station	97.47	53	28	8.50	1,167.73
Council Bluffs				10.45	73.96	Council Bluffs	.88	24	1	7.28	80.53
Davenport	29.50	30	10	10.00	201.13	Davenport	9.00	23	2		259.94
Deer Lodge	1.25	5	2		47.58	Deer Lodge	12.05	8	2		20.26
Des Moines				1.00	73.94	Des Moines	5.99	14	3	1.75	66.20
Dubuque	81.67	102	22	6.28	201.38	Dubuque	78.94	135	23	2.10	143.40
Green Bay	6.94	29	1	2.40	63.26	Green Bay	45.45	122	24	13.65	78.11
Harlowton	1.00	18	11		31.20	Harlowton		10	2		33.20
Janesville	7.65	76	14	21.14	81.94	Janesville	17.50	107	15	37.40	100.98
Kansas City	7.38	40	8		69.81	Kansas City	7.02	62	13		92.75
La Crosse		2	3		202.56	La Crosse					202.56
Ladd	5.00	21	3	10.00	64.61	Ladd	.11	11	3		13.87
Lewistown	11.25	21	7	10.00	61.52	Lewistown	6.00	18	3	5.00	53.13
Madison, S. D.	22.46	14	4	55.07	238.85	Madison, S. D.	27.31	21	14		52.46
Madison, Wis.	29.43	45	7		550.89	Madison, Wis.	28.41	72	2	40.90	271.12
Marion	2.40	17	1	15.15	61.22	Marion	54.62	44	8	39.00	559.48
Marmarth	10.66	2	2	24.77	226.88	Marmarth	4.43	3	6	5.30	64.92
Mason City	21.40	60	24	26.00	121.43	Mason City	54.47	102	20	13	226.88
Milbank	6.08	8	1	15.00	62.14	Milbank	8.30	26	2	12.25	93.09
Miles City	7.44	166	26	23.20	571.38	Miles City	8.00	26	26	28.50	92.19
Milwaukee	58.52	15	8	17.85	167.53	Milwaukee	42.41	28	8	5.64	562.60
Mitchell	3.50	18	3	37.33	87.33	Mitchell	7.41	31	5		144.52
Monteideo	22.67	72	27	24.00	163.30	Monteideo	37.83	148	22	121.85	241.81
Murdo	17.00	13	5	5.00	32.42	Murdo	34.64	51	8		57.03
Ottumwa	4.00	4	2	68.82		Ottumwa	52.25	23	1		59.98
Perry	55.81	140	16	21.77	163.56	Perry	57.92	169	23	43.37	166.18
Portage	40.85	31	9	36.43	464.41	Portage	22.77	22	16		445.69
St. Maries	15.00	70	13	12.20	434.94	St. Maries	35.84	29	12	.20	396.70
Sanborn	8.15	17	2	25.28		Sanborn	4.30	44	11		71.28
Savanna	8.40	21	5	3.95	90.65	Savanna	19.50	14	3	4.00	92.90
Seattle	8.15	21	17	98.55	704.80	Seattle	17.84	25	7	254.82	922.80
Sioux City	1.15	12	2	49.79	151.92	Sioux City	25.00	59	29	25.51	155.91
Sioux Falls	20.12	141	23	1.75	88.62	Sioux Falls	32.84	34	5	4.01	69.95
Spokane	5.10	15	6	11.16	121.16	Spokane	8.90	3	3	12.10	154.33
Tacoma	19.78	42	3	8.55	156.03	Tacoma	3.25	40	6		154.56
Terre Haute	33.75	35	7	52.23	248.99	Terre Haute	59.79	50	17	19.90	237.26
Three Forks	86.40	38	17		110.59	Three Forks	82.85	133	17	21.17	65.10
Tomah		9	5		39.00	Tomah		10	2		24.70
Twin City	6.78	25	1	10.10	404.76	Twin City	6.90	45	11	17.52	429.84
Wausau	72.60	26	14	140.24	164.19	Wausau	272.00	29	184	23.20	96.65
	31.80	43	5	16.62	62.95		67.28	101	7	23.39	61.23
Total	\$1,041.32	2,021	433	\$1,066.92	\$34,194.45	Total	\$1,814.85	3,055	804	\$1,071.31	\$33,815.45

Allowed from Veteran Employees' Association relief fund, included in above figures—\$90.57.

In addition to the above figures, \$62.65 was spent for books for circulating libraries—1,324 books were loaned to members during the month.

Allowed from Veteran Employees' Association relief fund, included in above figures—\$223.12.

Allowed from General Governing Board relief fund, included in above figures—\$310.00.

In addition to the above figures, \$89.68 was spent for books for circulating libraries, and 1,240 books were loaned to members.

cartons. In fact, the club house on Dec. 23rd looked like a huge commissary department, with an army of helpers filling thirty-five baskets. At a conservative estimate, each basket was worth five or six dollars. During the month of December, thirty-five families, or 141 individuals, were given assistance.

Mrs. Leo Ziebell, chairman of Sunshine work, reported at the January meeting that six baskets of good cheer were sent at Christmas time, over a hundred calls were made, magazines distributed and twenty-five dolls dressed for distribution in the Christmas baskets to gladden the hearts of little girls. Mrs. Sam Loomis reported a present membership of 193. The president, Mrs. J. E. Dexter, announced the following nominating committee: Mrs. Leo Ziebell, chairman; Mrs. M. M. Harrington, Mrs. John Schultz, Mrs. A. I. Lathrop and Mrs. William McCarthy. It was decided to give a public card party at the club house on Friday afternoon, Jan. 20th. After the business session, cards were played, favors in bridge being won by Mrs. Bert Nelson and Mrs. H. L. Vachreau, and in five hundred by Mrs. C. H. Conklin and Mrs. R. P. Rawson. The next regular meeting will be held at the club house Feb. 14th, at which time the hostesses will be Mrs. W. R. Billington, chairman, Mrs. Frank

Mathies, Mrs. Lawrence Nowitzke, Mrs. Thos. McCarthy and Miss Julia Clark. Out-of-town guests were Mrs. Harry Norenberg and daughter Evelyn of Tomahawk, Mrs. Frank Fredericks of Harshaw, Mrs. E. P. Little and Mrs. Charles Strassman of Irma and Mrs. Ray Schultz of Brokaw.

Seattle Chapter

Mrs. Floyd Williams, Historian
THE regular November meeting was held on the 17th. Mrs. J. F. Bahl was hostess and the usual fine luncheon was served. Ten Thanksgiving baskets were planned to be filled and delivered the day before Thanksgiving.

During November we held a bazaar, with cards in the afternoon and a splendid cafeteria supper at 5:30 P. M. to the whole Milwaukee family. A terrific rain storm prevented many from attending, but notwithstanding the results were very satisfactory and \$35.00 was added to our treasury. Mrs. H. E. Moody was in charge of both the supper and the bazaar.

We expended from our treasury \$30.00 for relief to the needy, besides clothing furnished from donations by some of our members. The entire relief work for November amounted to \$34.00 and ten families were helped. Twenty-

five calls were made and four messages of cheer to our hospital cases.

The December meeting was held on the 15th of the month. Mrs. E. H. Barrett was hostess. Mrs. Lano, Mrs. Beuwkes, Mrs. Hurd, Mrs. Muehlhausen assisting. The ladies brought sewing and spent a social hour after the business was transacted.

The relief committee chairman, Mrs. Creybell, and assisting ladies prepared 17 Christmas baskets. Many of the members donated food supplies for these baskets. All of the baskets were gratefully received and our hope for the New Year is that we may continue to be of help to those of our Milwaukee family who need us.

Jan. 19th is the date of the next meeting, Mrs. Dudley, hostess.

Bensenville Chapter

NOVEMBER and December meetings of Bensenville Chapter were well attended. Library chairman, Mrs. Bartholmey, reported 66 books checked out during November and December and the sum of \$1.00 is on hand to be spent for new books very soon. Mrs. Oakes recently donated about 30 books to our library for which we sincerely thank her.

Our chapter purchased and presented a radio

to Washington Boulevard Hospital for the amusement and enjoyment of Milwaukee road employees receiving care at the hospital.

The children and young people of Milwaukee families were entertained at Christmas parties at the club house during the holidays. The parties were well attended and thoroughly enjoyed. Mrs. Harmon and Mrs. Hugdahl, please accept the thanks of the chapter for the lovely parties. The door prize for November was won by Mrs. William Wolf.

Mrs. Suiter, Ways and Means chairman, turned into the chapter \$18.72 in December and \$15.20 in January.

A supper will be given at the club house in January and for the small sum of 36 cents one may have a good meal there. A good attendance is hoped for. Refreshments were served at both meetings by the social chairman, Mrs. Hugdahl, and her assistants.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

OUR annual bazaar and dinner was held in the club rooms on Dec. 1st and was a great success. Mrs. Woerderhoff was in charge of the dinner, Mrs. Schuh of the cherry tree and Mrs. Fetherston of cards.

Our annual Christmas party for children was held on Dec. 21st. Santa Claus arrived on a special train at 8 P. M., and distributed gifts, pop-corn and candy and nuts to the children.

The chest of silver which was won by our chapter at the table-setting contest at Schuster's was raffled and won by Mr. Bornfleth of Traffic Department, Milwaukee.

Our chapter again sponsored a Christmas tree in the lobby of the Union depot which was greatly admired and enjoyed by patrons of the railroad. The ladies of the chapter packed and delivered baskets and apples to many of our needy railroad employees.

Our chapter extends sympathy to Mr. Fetherston and family on the death of Mrs. Fetherston.

We extend congratulations to Mr. J. C. Prien on his election as president of the Milwaukee Kiwanis Club. Also to Mrs. Finegan, member of our club, whose son was elected attorney general of the state of Wisconsin.

Ladd Chapter

Mrs. E. J. Coss, Historian

LADD Chapter met Dec. 7th and plans were made to hold a Christmas party for the children on the afternoon of Dec. 17th. The president appointed the following committees: Luncheon, Victoria Roman, Frances Thruetti and Mrs. James Valesona; Games, Mrs. Chas. Conway, Mrs. Plym and Mrs. Wolfe; Candy, Mrs. Taggart and Mrs. Coss. After the business meeting, cards and bunco were enjoyed with prizes going to Mrs. Taggart and Mrs. Dwyer in cards and to Mrs. Wolfe and Miss Roman in bunco. Refreshments were served.

The chapter entertained about fifty children at the Christmas party. Games formed the afternoon diversion and refreshments were served. Prizes in the games were awarded to Frances Conway Laurette Ziel, Kathleen Chioni, Betty Vogt, Robert Lunn, John Wolf, Billie Frankey, Burton Carruthers and Leroy Ziel.

The January meeting was held on the 4th and routine business was transacted, followed by a social time. Prizes in five hundred went to Mrs. J. Bishop and Mrs. J. Moretta; in bunco to Mrs. George Plym and Mrs. D. Jones. Refreshments were served.

Green Bay Chapter

Mrs. Chas. Heyrman, Historian

GREEN BAY Chapter met Dec. 1st in the club house with Mrs. Thos. McLean, president, presiding. The club motto was recited by a large attendance.

The president then presented to us Mrs. Carpenter Kendall and Miss Etta Lindskog as guests of the evening. They spoke to us on the matter of handling the winter's work. We en-

joyed their visit so much.

The Welfare and Sunshine work has been unusually heavy the past few months. Two public card parties have been given to help out in defraying our expenses. Thirty Christmas baskets and fifty boxes of apples were sent to the needy at Christmas time.

Sunshine chairman, Mrs. Cheaney, reported sixty-one personal calls, fifty-four telephone calls and sixteen families reached through good cheer.

There has been a great deal of sickness among our members and families. They are all on the road to recovery, we are glad to report.

The annual Christmas party for the children was held at the depot Dec. 21st. "Santa" came in on his "special" train and was greeted by over two hundred and fifty children. They sang songs around a lighted tree. Each child was given a box of candy and nuts.

Janesville Chapter

Mrs. Paul K. Tramblic, Historian

THE regular chapter meeting was held in the club house the first Tuesday of the month of December. Matters of business were taken up and disposed of.

The Sunshine chairman reported many phone calls and cards sent during the month. It was decided at the meeting to have a Christmas party for the children of the railroad family Dec. 18th at the club house.

The sixth annual Christmas party for children of the railroad family was given Sunday afternoon, Dec. 18th, in the club house. One hundred children were guests, each receiving a gift from Santa Claus and his son. Among the children who gave numbers were Dan Hermus, Mary Davey, Dorothy and Ruth Cooper, Anna Marie Stewart, Ruth Edwards, Margaret Kressel, Robert and Lorraine Rogge. Mmes. Willis Taylor, E. C. Duxstad, Paul Tramblic, Charles Gregory, James Fox, John Davey, Herman Dallman and Albert Hunter were in charge of the party.

Twenty members of the chapter had a pot-luck supper in the club house Tuesday night, Jan. 3rd. Bridge and five hundred were played and a business meeting held. On the supper committee were Mmes. S. D. Smith, Frank Oliver, Mert Kellher, Charles Bennett.

The chapter will sponsor a card party the latter part of the month with Mrs. George J. Ryan hostess chairman. Mrs. E. C. Duxstad, the president, named the nominating committee as officers will be elected at the next regular meeting. Members of the nominating committee are: Mmes. Dan Davey, Frank Oliver, W. O. Wilcox, Oscar Johnson, B. S. Garry. The meeting adjourned.

Alberton Chapter

Mildred Miller, Historian

ALBERTON Chapter has been very busy these last few months. A card party was given and turned out to be very successful. We have been doing a lot of sewing for the needy. A few baskets were given to our people for Christmas as well as some boxes of apples. We enjoyed our Christmas tree all lighted up, which was put on the lawn at the depot by some of our good men. Our president's report on the convention was very interesting.

We all hope for a better year in 1933, if such is possible.

Tomah Chapter

Mrs. A. C. Harris, Historian

THE regular November meeting was held in the Community Room. Plans were completed and committees appointed for a Christmas party to be held in the K. P. hall Dec. 17th.

The party was a great success. It was said to be the largest indoor party ever held in this city, more than five hundred being in attendance. A large Christmas tree was donated, and Mr. and Mrs. Santa Claus appeared on the scene accompanied by Mother Goose. A program was put on by the children and the railroad band.

Each child received candy, nuts and apples.

The veterans and older people were remembered also. Each unemployed man was given a liberal sack of apples. A luncheon was served to all, followed by dancing and other amusements. Everyone reported a good time.

About \$70.00 was spent to make up Christmas baskets to send to the needy.

Spokane Chapter

Mrs. W. H. Hunter, Historian

THE Spokane Chapter met in the club rooms, Union Station, Nov. 8th. Mrs. Rolland Smith, secretary, who had been absent for several meetings, was present and read the minutes of the last meeting. Mrs. Ashton reported 528 voting and contributing paid-up members. Mrs. L. H. Mohr reported \$18.28 expended for relief work. Mrs. G. A. Rossback reported for Sunshine Committee, a spray sent for funeral, 20 telephone calls, 12 house calls, and Mrs. Beal graciously cared for a family four days during serious illness.

Mrs. Beal reported \$8.55 cleared on the card party of Oct. 29th. Mrs. Grobel reported \$159.30 in the treasury.

General discussion followed. This business meeting was followed by a social hour during which time Mrs. Chas. Strong and committee served hot coffee, tea and sandwiches, these refreshments donated by our president, Mrs. P. H. Nee.

On Nov. 18th several of the members attended the Safety meeting. On Dec. 13th the board of Spokane Chapter met with Mrs. P. H. Nee, our president, presiding. The main discussing being the Christmas party. It was decided to have it Dec. 22nd at 8 P. M. in the club rooms. Plans were made to provide Christmas baskets to unfortunate Milwaukee families, members of the club to donate food for same. At 2 P. M. the regular meeting convened. The treasurer's report was given by Mrs. E. M. Grobel, while considerable money was spent, she reported \$154.56 on hand.

Mrs. Ashton gave the membership report, having secured new members was able to report 552 members.

Mrs. Mohr reported \$23.19 spent for relief. In the absence of Mrs. Rossback, Mrs. Corbett read her report of members, of telephone calls, personal calls, sending notes, also flowers to funerals amounting to 45 families touched by a bit of cheer through the ever kindness of Mrs. Rossback.

Mrs. Malone, second vice president, spoke of the work and interest the ladies of Othello are taking and brought with her subscriptions for 18 members; this was her first visit since fall club work began. Our president in a fine talk reminded us of our tasks and duties, stressed cooperation and helpfulness.

Clothing for needy persons was called for; this brought a ready response. A girl working her way through school came in for consideration.

Mrs. Rolland Smith spoke "On Buying American-made Goods." The meeting was very interesting throughout. It was followed by delicious refreshments served by Mrs. Riley Beal and Mrs. Chas. Strong and their co-workers. This was a real party, honoring Mrs. W. F. McDonald, our beloved and highly respected member and former president. Being one of our substantial members we shall miss her friendly counsel and wise decisions, with that in mind there was a note of sadness at the meeting; however we hope to be remembered by Mrs. McDonald; to impress this upon her Mrs. Nee made a very nice impromptu speech as she presented her with a beautiful lamp, a gift from the board members.

In a severe snow storm a number of children succeeded in bringing their parents to the Christmas party on Dec. 22nd and they were not disappointed; the room was decorated attractively with a tree in one end. A program was given and games were played under the direction of the program chairman, Mrs. Joe Laurence. Each child received a treat in a neat stocking, while everyone revelled in the delicious popcorn balls.

On the morning of the 23rd a number of the ladies of this chapter gathered in the club rooms and under the direction of our president, Mrs. P. H. Nee, and relief chairman, Mrs. Mohr, packed a number of Christmas baskets with good things for a real Christmas feast. They were delivered to members of the Milwaukee family who otherwise would have had no special Christmas dinner. This gave joy, cheer and satisfaction to many, many people, and those who gave and helped each in their way received a blessing otherwise not to be gained, for isn't it "more blessed to give than to receive"? and "inasmuch as ye have done it unto one of the least of these, ye have done it unto Me."

LaCrosse Chapter

Mrs. C. W. Whiting, Historian

LA CROSSE Chapter held its regular meeting at the club rooms Dec. 7th. The president, Mrs. E. Merrill, presided and extended a cordial welcome to all members present. The card party and pound social was great success, having been able to distribute 29 baskets for Thanksgiving and we thank all generous givers.

The chapter gave a Christmas party Dec. 24th to 75 children and everyone was so happy, old and young. Mrs. R. A. Taylor was chairman. Mr. Raymond Merrill, Santa Claus.

For the meeting on Jan. 4th the chapter had a sewing circle with about 35 members, Mrs. Max Schultz, chairman, after which a dainty lunch was served; all had a good time. Wishing you all a happy new year.

Fullerton Ave. Chapter

Mary J. Maney, Historian

DECEMBER 13th meeting and Christmas party was well attended, 140 members being present. Our President, Mrs. Borgersen, opened the meeting with community singing of Christmas carols. Club rooms were beautifully decorated for the occasion. The huge Christmas tree so prettily trimmed was a work of art. Santa Claus was with us too. He came skipping along passing out candy canes to all present. Dale Mauck of the Car Accountant's office as Santa was hilariously greeted. Following the regular routine of business, the members were invited to pick cherries off a real (fir) tree at a small cost and received an article for each cherry, proceeds to be used for welfare work. The remainder of the evening was enjoyably spent in playing games all of a Christmasy nature. Many prizes were given to winners.

The dance and card party held in club rooms December 16 was a big success socially and financially. Music was furnished by the "Lil-Hawk Orchestra," our own boys, Anthony Specht, brother of Felix Specht of this building, Joe and John Schemroske of Mr. Barry's and Mr. Lodge's offices in Union Station. One could not help but "trip the light fantastic" to the rhythm of such lovely music. A splendid sum of money was realized by this and other Ways and Means activities.

The sewing circle of which Mrs. Scandrett is chairman, met in Fullerton Ave. Club rooms Thursday, January 12. These ladies deserve a great deal of credit for the splendid work they are doing for such a worthy cause. They have finished a number of "layettes" and are now working on dresses and outfits for children of school age.

The January meeting was held January 14th. Meeting was called to order at 2:00 P. M. Reports of various chairmen were read.

Ways and Means report shows a balance of \$144.11 Library. Total number of books 1449. Books given out during December 951. Total receipts \$65.85, of which \$54.48 was spent for new books. Welfare, 55 calls made. 154 Christmas baskets of good cheer at a cost of \$450.00. The club procured 125 boxes of apples from the state of Washington and have been given out among our Milwaukee families who expressed their deep gratitude as fruit of any kind at this time is considered a luxury

to many. These apples were also included in the Christmas baskets.

Fullerton Ave. wishes to extend its thanks to all members and friends who have helped in any way during the past to carry on its good work, especially to the men who so kindly helped pack and deliver Christmas baskets. Wishing you all a happier and healthy year for 1933.

Marmarth Chapter

IT IS in order to extend our thanks to all who have so generously and willingly helped us in the past year and to extend our wishes for a very prosperous and happy New Year to you all.

Our little club has had woe this last year as so many have been moved from Marmarth and unemployment has kept so many from joining with us on the membership roll; but all have been so willing to help wherever and whenever they were called upon.

At Christmas time, with the help of the different organizations of our little city, we were able to fill baskets and give help to 46 families. Our helpers with the leadership of Mrs. Ed. Stribel, our welfare chairman, met in our club rooms Friday afternoon before Christmas and filled 250 fancy boxes and 26 big baskets and over 40 boxes of apples. Everything was all set for Santa Claus. At 5 o'clock he came with a big truck with Mr. Frank Skeel at the wheel and two assistants, Cecil Richey and Eddie Dernback, and our president, Mrs. Shirley Richey. They called on 46 families and Santa wished each a Merry Xmas as he bade them good by and told all the kiddies to meet him on Main Street under the Community Christmas tree at 6 o'clock, and they all then came to our club house, where each child and some very large ones, too, were treated by Santa Claus.

One of our business firms, F. R. Barnes & Co., donated 50 lbs. of candy for our boxes, and with several other lovely donations our club house looked like a store when we commenced filling the baskets.

We estimated \$189.25 worth of canned goods, jellies and other goodies were donated to our club. We only had to draw \$26.37 out of our treasury to complete our Christmas work.

The president wishes to express her appreciation of the untiring work of her officers during the past year when conditions have been so depressing. Let us all strive as we start on the New Year to keep up the wonderful work. It has not been in vain, it is all given back to us ten fold by the happiness we can spread about us.

Terre Haute Chapter

Mrs. R. S. Bentley, Historian

OUR MEETING on November 17th was preceded by a jitney supper under the very able management of Mrs. C. E. Elliott assisted by Mesdames Blackwell, Burt, Engman, Pearce, Burns, Russell and King. The treasury was enriched by \$16.00.

Musical entertainment was provided by Miss Faris and Mr. and Mrs. Fred Pearce.

The Sunshine Committee reported that seven cards were sent and fourteen telephone calls made during the month.

Mrs. W. Barns, chairman of the Mutual Benefit Committee, reported that food had been supplied to eleven families totaling 55 persons.

The December 15th meeting, preceded by a pot-luck supper, was held in our club rooms with Mrs. Carpenter Kendall, Miss Lindskog and Mrs. J. H. Valentine and daughter Margaret as guests. Mrs. Kendall and Miss Lindskog gave interesting talks. Their many helpful suggestions were gladly received.

Our club is very proud of having won \$20.00 for our efforts in increasing the membership. Mrs. C. W. Pearce, chairman of the Membership Committee, reported 36 voting and 289 contributing members.

Mrs. C. E. Elliott, chairman of the Ways and Means Committee, reported that \$12.00 were made by a card party at her home and that \$5.00 had been taken in on chances on a prize furnished by the club. The winner is to furnish a prize for another drawing at the next meeting.

The Sunshine Committee reported that 100 telephone calls had been made during the month.

Mrs. W. Barns, chairman of the Mutual Benefit Committee, reported that there are now 36 families on the list to be supplied with food.

Donations of fruit and nuts were made by our members for the boxes to be given the children of employes at the Christmas party held at the Trianon on December 20th.

Beloit Chapter

Mrs. Edgar Ruck, Historian

THE December meeting was held on the evening of the 14th. The Welfare chairman reported \$79.55 spent on relief; Sunshine chairman, six personal calls, twenty phone calls, one card and one package sent. The Ways and Means Committee reported making \$38.26 on a bake sale and envelopes from "a mile of pennies." A pair of hand-made pillow cases were donated by a member, to be sold.

Plans were made for a big Christmas party, preceded by a picnic supper, for the evening of December 17th. All Milwaukee employes and their families were invited to attend.

Refreshments and cards followed the business meeting.

The January meeting occurred on the 11th. The Welfare chairman reported \$31.56 spent for relief. Also \$25.75 spent for food to fill 20 Christmas baskets. Donations for the baskets amounting to \$18.00 were made by the members.

Twenty-two personal calls and 36 phone calls were made. The Ways and Means reported clearing \$6.05.

A very enjoyable time was had at the Christmas party. After a pot-luck supper there was a program. Christmas tree, gifts for the children and card playing. About eighty people attended the party.

Austin Chapter

B. M. Keck, Historian

SINCE our last report Austin has had a busy two months. Our December meeting was a Christmas party—a picnic supper was served, Christmas carols sung, and small gifts were exchanged, being distributed by Santa Claus. It was one of the most pleasant Christmas parties ever enjoyed by the club.

On the afternoon of Dec. 24th a party was given for the children under the supervision of Miss Lesley Lieb. The children played games, sang carols and Santa gave each child an apple and bag of candy.

Mrs. Valentine's welfare reports for the past two months seem to show the ever increasing value of this branch of our service. The December report shows the following: One hundred and fifteen dollars spent for food, medicine, milk, clothing of all kinds, a complete layette was made and sent out of town. A great deal of very good used clothing was distributed. Seven Christmas baskets were given here and at several outside points, also a number of boxes of apples, 14 cheer cards and letters of sympathy sent and 10 Christmas cards, 90 personal calls and 175 telephone calls.

The January meeting was also a picnic supper, followed by singing and cards. Our present membership is 237—just 40 short of enough to win another \$10 membership prize offered by the General Governing Board. It is hoped we will be able to get in enough renewals and new memberships to reach this mark.

Card parties have been given each month to raise money, and in addition to the Red Cross sewing done the last several months a very beautiful afghan is being made and will be raffled off at the February meeting. Tickets are being sold at 10c each or three for 25c, and we hope to be able to raise a good sum for our welfare.

OUR LITTLE FOLK



Ink and Pink

Ink and Pink were two little pigs who lived in a big farmyard out in the country. Ink was as black as Pink was white and they always played together. One day the farmyard gate was left open—a thing unheard of on this particular farm—and Ink and Pink, feeling adventurous stole out.

It was late in the day and almost sunset but little pigs don't think of that, and they wandered on and on through fields they had never been in before. And then they noticed, and much to their surprise too, that it was dark—so dark that they couldn't see their farmyard. They became excited and talked in their pig language one to the other but didn't know what to do. Soon they came to a flat wide strip—a road as they found out later—so they wandered down that for a while. Suddenly up over the top of a hill two bright eyes appeared. Ink and Pink ran and Ink escaped into the field but Pink was a little too close to the flying monster—he was hurt.

It seemed a terribly long while that he lay there and no one heard him as he called. And then, someone knelt beside him and muttered, "A little pink pig, and he's hurt. Guess I'll take him home." So the stranger took Pink under his arm and trudged along the road. As they turned into a yard two little children ran out to meet the stranger.

"Why, Uncle Tom, you have a pig."

And the other cried, "You look just like 'Tom, Tom, the Piper's son who stole a pig and away he ran'."

"But I didn't steal him. He's an injured pig, come let's attend to him."

So the three set about examining Pink and bandaging his leg and they put him to bed in a box in the basement. The next morning the children were up early and down to see their new pet. He was so much better that they brought him upstairs. Then with Uncle Tom, they took Pink outdoors and, lo and behold—it was Pink's own farmyard. With a squeal of delight Pink scampered off. The children were surprised and so was Uncle Tom. "He acts right at home, doesn't he?"

"Why, Uncle Tom, I think that that is our own Pink." And just then the hired man came up asking if they had Ink too. "They both disappeared last night and I was just going out to find them."

"No, we don't have Ink. Uncle Tom found Pink lying in the middle of the pavement. Let's go right now to find Ink." And then they looked toward the gate and there came Ink, dirty, full of burrs, scratched, tired and limping. But at sight of them and his pal, Pink, he perked up his little curly tail, squealed, and ran toward them. And never again

were Ink and Pink found outside the farmyard gate.

A LITTLE BOY'S VALENTINE

I've saved for weeks and weeks
To buy a great big heart
with lots of lace and cupid
shooting a sharp red dart.

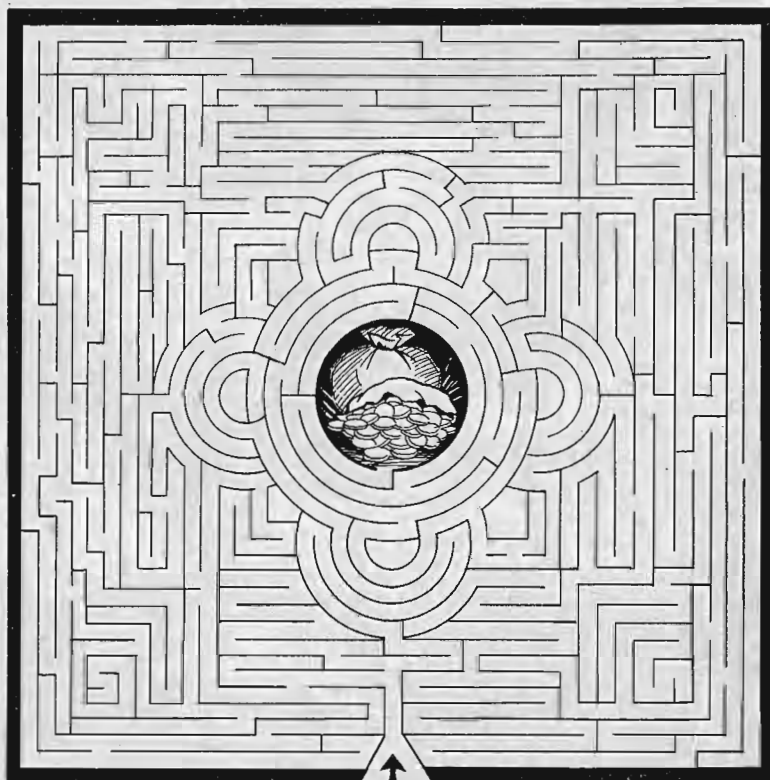
And underneath the cover
there must be a verse, in
golden letters, "To my valentine
from me." She'll know who sent
it to her 'cause I'm her only fellow
I'll carry all her books to school
and always walk with her
and when we're big I'll ask her
(just like sister's fellow did)
if she will always be to me
My own Sweet Valentine

The Diary of Butch

I was left all alone all day today and I'm certainly tired of it. It's getting so that now I can't even do as I please when they leave me here all alone. Only last night when my mistress came home from her office she found me sitting on the davenport and did I get scolded. "Butch," she said, "don't ever let me catch you there again." For the life of me I can't see what was wrong with that. I don't think the davenport is so wonderful that I shouldn't sit on it. The others do.

Today was the worst day though. I really don't care much because I had

such a good time. When they left in the morning they didn't say "Don't do this" or "Don't do that." I guess they were late. So I decided to do everything I wanted all day. First I jumped up on the kitchen table and ate everything that looked good but that wasn't much fun because my mistress had put away almost everything. Then I went into the living room and sat on the davenport—I even fell asleep there and stayed a good share of the morning. But the afternoon was the time I really enjoyed myself. The bathroom door was open so I wandered in there. I was pretty tough because I had been watching some puppies about my size having a great time out doors. Well, I soon forgot how tough I was when I saw all the fun I could have in there. Up onto the table I jumped and knocked over my master's shaving mug—quite by accident. Well, I didn't really mean to do everything that happened after that but I couldn't help it. His razor fell to the floor, a bar of soap went sliding across the floor, tooth brushes fell into the bathtub and then to make everything worse a big box of powder fell over on me, covering me from head to foot and then fell to the floor! Well, I'm waiting under the stove now and I rather hate to hear the door open because I'll hear plenty about this.



A GEOMETRICAL MAZE

Start at the arrow and find your way to the Bag of Gold. Do not cross any lines that do not have openings.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, WINTER, 1932-33.

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

7763. Ladies' Dress. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires 2 $\frac{7}{8}$ yards of 54 inch material, together with $\frac{3}{4}$ yard of contrasting material. The width of the dress at the lower edge with fulness extended is 2 $\frac{3}{4}$ yards. Price 12c.

7777. Girls' Dress. Designed in sizes: 8, 10, 12 and 14. Size 12 if made as in the large view, requires 2 $\frac{1}{4}$ yards for the "Jumper" and 1 $\frac{3}{8}$ yard for the guimpe of 35 inch material. The Guimpe with short sleeves requires 1 $\frac{1}{2}$ yard. Price 12c.

7753. Girls' Dress. Designed in sizes: 6, 8, 10 and 12 years. Size 10 requires 1 $\frac{7}{8}$ yard of 35 inch material, together with $\frac{2}{3}$ yard for the yoke facings and sash. Sash of ribbon will require 2 $\frac{1}{2}$ yards. Price 12c.

7775. A Pretty Frock. Designed in sizes: 11, 13, 15, 17 and 19, with corresponding bust measure, 29, 31, 33, 35, 37. Size 13 requires 3 $\frac{3}{4}$ yards of 39 inch material. Sash of ribbon requires 2 $\frac{1}{4}$ yards, or if made of material a

strip 5 inches wide and 2 $\frac{1}{4}$ yards long. Price 12c.

7771. Smart Frock. Designed in six sizes: 14, 16, 18, 20 (with corresponding bust measure 33 $\frac{1}{2}$, 35, 36 $\frac{1}{2}$, 38) and in 40 and 42. Size 16 requires 2 $\frac{1}{2}$ yards of 54 inch material. Collar and tie of contrasting requires $\frac{1}{8}$ yard 35 inches wide. Price 12c.

7784. Girls' Dress. Designed in sizes: 2, 3, 4, 5 and 6 years. Size 4 requires 1 $\frac{1}{4}$ yard of 35 inch material for skirt and trimming, and $\frac{3}{8}$ yard for the waist. Price 12c.

7781. Girls' Coat. Designed in sizes: 1, 2, 3, 4 and 5 years. Size 3 requires 2 yards of 35 inch lining and 1 $\frac{1}{2}$ yard of 54 inch material. Also $\frac{3}{4}$ yard of narrow fur banding. Price 12c.

7587. Ladies' Skirt. Designed in sizes: 28, 30, 32, 34, 36 and 38 inches waist measure. Size 34 requires 1 $\frac{3}{4}$ yard of 54 inch material. Price 12c.

7297. Ladies' Slip. Designed in sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 2 $\frac{7}{8}$ yards 39 inches wide if made with round or V neck line. With camisole top 2 $\frac{1}{2}$ yards, and if trimmed as shown in this view, it requires 1 $\frac{1}{4}$ yard of lace banding for the upper edge and 2 $\frac{1}{4}$ yards of lace for the lower edge. The shoulder straps of ribbon require 1 yard. Price 12c.

Favorite Recipes

Corn Chowder. Cut into cubes, one thick slice of fat salt pork and fry out in frying pan. Add one onion, sliced, and cook five minutes being careful that the onion does not burn. Strain the fat into a stew pan. Parboil four cups of potatoes, cut in medium slices, five minutes. Drain and add to the fat; then add two cups boiling water and cook until potatoes are soft. Then add one can of corn and four cups of scalded milk and heat to the boiling point. Season with salt and pepper, three tablespoons of butter and add cracker crumbs. About eight crackers will sufficiently thicken the mixture. The crackers may, if preferred, be soaked in cold milk, and placed on top of the chowder after it is turned into soup tureen. The first method, however, is more generally liked.

Potato Soup. Cook three potatoes in boiling salted water and when soft, rub through strainer. Scald one quart of milk with two slices of onion, remove onion and slowly add the milk to the potato puree. Melt two tablespoons of butter, add two tablespoons flour, heaping teaspoon salt, one-fourth teaspoon celery salt, black pepper and few grains cayenne. Stir until well blended and then add to the hot soup mixture. Boil one minute, strain, add one tablespoon butter and sprinkle with chopped parsley.

Potato Fritters. Two cups hot riced potatoes, two tablespoons cream, one teaspoon salt, slight grating nutmeg, dash of cayenne, three whole eggs and yolks of two, well beaten. Blend thoroughly and beat until cold. Add one half cup flour and beat thoroughly. Drop by spoonfuls into hot fat and fry until delicate brown. Drain on brown paper.

Potato Apples. Mix in the order given, two cups hot riced potatoes, two tablespoons butter, one-third cup grated cheese, dash of cayenne, slight grating of nutmeg, two tablespoons cream and yolks of two eggs. Shape in form of small apples, roll in flour, egg and crumbs and fry in deep fat. Drain on brown paper.

February Pudding. One and one-half cups graham flour, two teaspoons baking powder, one-half teaspoon salt, one-fourth cup nut meats, one-half package dates, one-half cup sugar, one and one-fourth cups of milk. Sift dry ingredients together and add dates, sliced, and nutmeats. Cream the butter, add sugar, then one egg, slightly beaten. Add flour alternately with milk. Bake in square cake tin in moderate oven for about 45 minutes. Cut in squares and serve with whipped cream or pudding sauce.

Des Moines Chapter

M. J. E., Historian

DES MOINES Chapter is still on the map, although you have not heard from us for quite some time.

We have had our regular monthly meetings, and now and then a pot luck supper and a few card parties.

We have also extended good cheer, and relief work along the division, before and during the Christmas seasons.

Mrs. Chas. Phares, the Ways and Means Chairman, hemmed and sold two dozen tea towels for the club.

Several of the members of the club earned a dollar in some way, and donated it to our treasury.

We have lost one of our very good workers, Mrs. L. L. McGovern. The family has moved to Savanna, Ill.; our loss but Savanna's gain.

The club is happy to announce the arrival of a baby daughter to Mr. and Mrs. N. P. Van Maren, on November 8.

We regret to report the death of Mr. H. Killam on January 3, leaving two daughters, who are in the State Orphanage Home at Toledo, Iowa.

We regret to also report the death of the father of Mrs. Chas. A. Phares.



ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville	Claire E. Shappee.....	Care of Western Traffic Manager, Seattle, Wash.
Vila M. Graves.....	Engineering Department, Chicago	Gertrude Alden.....	Care of Superintendent, Spokane, Wash.
A. M. Dreyer.....	Fullerton Avenue, Chicago	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
John T. Raymond.....	Dispatcher, Marion, Iowa	N. A. Hiddleson.....	Care of Mechanical Dept., Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
Lucille Millar.....	Care of Storekeeper, Dubuque, Iowa	B. M. Smith.....	Care of Superintendent, Aberdeen, S. D.
M. G. Braheny.....	Care of Superintendent, Mason City, Iowa	M. F. Kasak.....	Care of Superintendent, Sioux City, Iowa
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Harriet Shuster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
Sybil M. Clifford.....	Care of Asst. Supt., Kansas City	Dora M. Anderson.....	Care of Local Agent, Moberge, S. D.
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Nora B. Decco.....	Telegrapher, Three Forks, Mont.
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	A. M. Maxeiner.....	Agent, Lewiston, Mont.
L. J. Lightfield.....	Ticket Office, Beloit, Wis.	L. W. Pratt.....	Care of Superintendent, Butte, Mont.
Julia Barrows.....	Care of Car Department, Milwaukee Shops	F. E. Kirkland.....	Care of Superintendent, Tacoma, Wash.
H. J. Montgomery.....	Drafting Room, Milwaukee Shops	R. R. Thiele.....	Raymond, Wash.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	H. W. Anderson.....	Roundhouse, Harlowton, Wash.
E. Stevens.....	Care of Superintendent, Savanna, Ill.	Anne Evans.....	Care of Superintendent, Madison, Wis.
A. E. Jerde.....	Care of Chief Dispatcher, Montevideo, Minn.		

La Crosse-River Division Items

Eileen

CARDS have been received by friends of Mr. and Mrs. Pete Phillips from various points on their extended southern trip. One came to me from Havana, showing the bonios, or thatched roof huts, which are made entirely of the different parts of the Royal Palm tree. They are very cool and particularly suited to the tropical climate of Cuba.

Mr. Galliven was supposed to have started a strenuous diet on the first of January (New Years Resolution No. 1) but postponed it until some later date (New Years Resolution No. 2).

In a very pretty ceremony at the home of her father in La Crosse, at 2:00 P. M. December 26th, Miss Julia Elizabeth Ward became the bride of George Harold Brown, son of Dispatcher and Mrs. J. C. Brown. They are to make their home in Madison.

We are now receiving contributions to buy a new pipe for Erick.

Erwin Simdars of Watertown has taken the position of second trick ticket agent in the office at La Crosse.

Arthur Otto and wife are on a trip to Hot Springs. Wickey Luck and Mrs. Luek are vacationing for a month in sunny California.

Blackie Jungwirth confided that he is thinking seriously of trading off his Buick. Sometimes during this cold weather, it absolutely refuses to start even with the usual coaxing, which is a bit trying on one's disposition.

Amid the gay festivities of the holiday season, Conductor Wm. Shafer and Laura Grant slipped away and were quietly married in Waukegan. The announcement came as a surprise to their many friends, who extend their very best wishes.

Have you heard that tie of Carl Schroeder's? Curt Alleman is spending sometime with his daughter in Detroit.

We are going to appoint a secretary for Bill Whalen so he will not miss his train the next time he visits La Crosse.

Andy Jacobs is enjoying a trip to Havana.

Coast Division

"Kirk"

THE most popular thing about these parts at the present writing is the FLU or a cold in the head. It seems like it has been going the rounds and no one is immune except as to the degree of effectiveness.

Dick Baughn walked into the office this A. M. as big as life itself, looks fat and sassy and says he is feeling pretty good. Said the Puget Sound looked good after so much of the weather down south where he has been for some time for the good of his health. Dick expects to go

back and stay until spring and then coming home to his job in the District Accountant's office.

Mr. E. Cutler, B. & B. Foreman of the Bellingham Line, left the first part of January for a visit in California. The understanding is that he is traveling alone one way.

Harry Clapham, bridge carpenter, was in the office a few days ago arranging transportation for a trip which he is making to his old home in England for a visit with his parents who are not in the best of health. He will also visit a brother in Canada on the return trip.

James P. Wilson, carpenter, is visiting relatives at Des Moines, Iowa, and Alliance, Neb.

Paul Rud, another bridge carpenter, is spending the winter at his old home at Dunseith, N. D., and the rumor is that when he returns home he will bring his new boss with him, one of the North Dakota girls having put a hammer lock on him.

Bridge carpenter Tony Marusick will leave about the middle of January for Sacramento, California, for a few weeks' visit.

Section laborer Melvin Wilson and wife of Elbe left the latter part of December for a visit with friends and relatives at Blackwell, Okla.



Fearless Hunters

Since time immemorial the human race has been endowed with the sport of game-hunting, but few of our forebears are endowed with progeny to equal ability along these lines, as the ancestors of these great and fearless hunters shown in the photograph. They are A. M. Guschl, Gus. Reichart and George Greeman, all of Milwaukee Shops Car Department. While they bagged only two bucks between them, one of the bucks was drilled in two places and to avoid argument and possible casualties they decided to quit hunting and split the game three ways. Figure that out.

F. W. Rasmussen, my only correspondent of note, has done left me flat. Fred had the sad experience of having his job pulled out from under him and must needs go to Seattle for another. Nominations are in order for his successor and I'll guarantee any candidate's election. If I could get Elmer Fowler or Mike O'Connor to let me in on some of the deep discussions which are constantly coming up in their corner of the works I could write you a book each month but up to the present have not been able to chisel much out of them.

M. J. O'Connor with his wife and son-in-law had the misfortune to meet with an auto accident last Sunday and Mike was somewhat bruised and cut about the face and head which kept him away from work for a couple of days but is again on the job. Mike says you can't keep a good man down.

Understand our good agent Fred Alleman is getting to be an authority on the proper preparation of a fowl for the dinner table. Anyone wishing to procure chicken for a good Sunday dinner should get in touch with Fred and he will tell you all about what to order.

Hastings and Dakota Division

W. J. Kane

IN glancing through a magazine recently I noticed in glaring headlines the words, "I'M MIGHTY PROUD OF YOU MEN." When our safety record for this year is completed, there isn't a man on the Division, I'm sure, that wouldn't be happy to have that said to him, as a result of that record, and to know that, perhaps, he had been instrumental in saving the life or limb of a fellow employe through his zeal in the safe performance of his duties. Don't forget that New Year's resolution I spoke about last month. Think, preach and practice Safety. This means not only while at work, but at all times. If you are careless when away from your work, you are bound to let carelessness creep into your daily duties on the railroad. We all have an opportunity to think things over that have occurred during the day. Let's all reflect a little on our performances of the day from a safety viewpoint, and avoid anything in the following days that might be the cause of an accident.

The Aberdeen Unit of the South Dakota Ship By Rail Association held two meetings in January which were very well attended, and the trend of the meetings clearly indicated an enthusiasm among the boys as a result of the realization they have that they must become active in promoting the interests of the railroad, if they are interested in their own welfare. Have just

received advice that Madison, S. D., and Morbridge have established units of the Association.

Victor M. Hansen has been appointed Chief Carpenter of this Division, effective January 1st, filling the vacancy left by the death of Ole M. Dahl. We all welcome you back to the H. & D., Vic, and assure you you have our best wishes, and that we will cooperate with you in every way.

Frank Faeth has been confined to his home for several days because of illness. He is getting along fine and will be back on the job shortly.

I asked Mel Ayars recently what news he had for the magazine and he told me "nothing." Can you imagine a train dispatcher that runs out of news?

M. Broten has been appointed Pump Repairer at Aberdeen.

I notice Burt Johnson has the old brier out again, feeling fine after his sojourn in the hospital.

It certainly seems good to see Albert Anderson back in his roadmaster's chair after spending some time at the Washington Boulevard Hospital in Chicago. He made a trip out West during his convalescence. He enjoyed it immensely.

Charlie Boland is out again keeping the humps out of the track; just as energetic as ever.

Bill Moriarity is back on the job at the Store Department after a session with the "Flu." "Feeling fit as a fiddle," he says.

There is a lot of good news on the H. & D. that is going begging, and should be broadcasted. Whenever you hear of any, just drop a line to the Superintendent's office, it will be appreciated.

Station WLE

Harriet

AS this goes to press, Ray Melzer starts on his winter vacation to the Port o' Priceless Health—sunny Florida. That sounds like a change of heart, or, were he the type, we would say he was going to play gigolo to the pretty debs for spite; but no, Ray's taking his justly earned vacation, and they're still friends—the winsome lass and he. We admire his simple prescription to health, happiness and long life, viz: "Sleep and rest, fresh air, sunlight, exercise and plenty of water."

A personal visit to the office paid by the debonair Mr. Yates, Perishable Freight Inspector of Bensenville, proved that he resisted "old man flu." Welcome back to health and work, Mr. Yates!

Tony, on being enlightened by Holcomb who was rushing out of the office one minute after five of an evening, that he was speeding on his way to "Kill a guy" came back with: "Here, wait a second, you can take my gun!"

T'other day Bob, on hearing a busload of children passing by gayly voicing their happiness at having a ride through the World's Fair Grounds at 10c a trip, began reminiscing his school days—days when Bobbie and his little friends would gladly have given 10c to get out of school.

Heh, heh, ye modern Lorelei cashing in on the gifts—among cigarettes and other things—receives from ye boat-ice-swain a savory fish; mmmh Rosie!

I. & D. Items

M. G. B.

WILLIAM J. Mutschler, son of Chief Clerk C. E. Mutschler, Mason City, Ia., who is attending college at Ames, Ia., visited his parents at Mason City during the Christmas holidays.

Robert Bost, son of Division Engineer Bost, attending the University of Minnesota, visited his parents at Mason City during the Christmas holidays.

Galen Meuwissen, son of Chief Dispatcher Meuwissen, attending school at Ames, Ia., made a trip to San Diego, Calif. and El Centro where

he visited friends during the Christmas holidays, returning to Mason City where he visited his parents at New Year's.



Mr. and Mrs. Frank Smith

Mr. and Mrs. Frank M. Smith of Mason City observed their golden wedding anniversary the 1st of January. They were married 50 years ago at Maquoketa and have made their home in Mason City for forty years. They have two daughters, Mrs. W. B. Clarke of Buffalo Gap, S. D., and Mrs. R. A. Sloan of Des Moines, Ia.

Mr. Smith is train dispatcher at Mason City. He entered service as relief agent at Elwood, Ia., in 1876, while the agent, L. P. Meinzen, attended Centennial Exposition at Philadelphia. He did some dispatching at Oxford Jct. and worked as operator at Savanna in 1883. Later he came to the I. & D. Division working for Superintendent C. A. Cosgrave who had been chief dispatcher at Oxford Jct.

The I. & D. Division were grieved to hear of the death of Mr. E. M. Stanton, former yardmaster at Mitchell, who died at Reedsburg, Wis., January 3rd.

Mrs. J. Carlton Starr, of Iowa City, daughter of Mr. and Mrs. W. F. Ingraham, Mason City, was taken to the Mercy Hospital at Iowa City, December 27th, with pneumonia. We are glad to hear that she is regaining her health at this time.

Don Bolton has decided that it is about time he is looking "grown up" so he has grown a mustache to add to his appearance. And how it adds!

Understand that F. H. Dickhoff, our yardmaster at Mason City, is all smiles. His sea gull has been returned. Although he advertised for his pelican in the local newspaper, nothing was heard for some time. Evidently people thought that a pelican was a pelican, hence the bird, being a sea gull, was not returned. His animal family has certainly caused Mr. Dickhoff a great deal of grief. We hope everything is settled now.

The I. & D. Division add their congratulations and best wishes to those already received by Mr. and Mrs. Smith.

General Office—Chicago

Vila

I HAVE just come from the Editor's office, and believe it or not I almost lost my job. Now don't laugh—I'm serious and I nearly had the title of my annual changed from "Correspondent, Employes' Magazine," to "Clerk, Engineering Department." But putting all joking aside, don't you all think it would be nice to have this column the best represented in the magazine? It should be. There should be plenty of material to draw on, but I just don't hear of it, and the only way this can be remedied is for each department to send me some news. Some departments we never hear from; some of the departments who have contributed have discontinued because some little item submitted in good spirit was accepted in the wrong attitude, and therefore this department has been relegated to the non-contributor's heap. There have been, however, some very loyal supporters to this column, and if they will continue, and those who have passed

us up will come forward with an item or so, we can make this an interesting column. It's up to you readers now to help a bit. Do I or do I not lose this job?

We are very happy to report that Miss Kathleen O'Neil's mother will be able to leave the hospital where she has been confined for the past six weeks on account of a broken hip.

The many friends of Mr. Frank D. Dale in the Union Station were very sorry to hear of his passing on and extend to his bereaved family their sincerest sympathy.

Miss Mary Britt of the Freight Department, who was taken to the hospital on Thanksgiving Day, is now at home, and our best wishes go to her for continued improvement in health.

Elmer Moll, secretary to the Passenger Traffic Manager, let us in on a little secret the other day. Miss Dorothy Bruns, his fiancee, answered "yes" to the eternal question, which was the best Christmas present that Elmer could have received. Elmer is a pretty nice fellow, and we think that Dot, if we may get that personal, is a mighty lucky girl. The young lady, we understand, is a teacher in one of the Chicago grade schools. We don't know for sure, but we think the minister will be tying the knot some time in April.

Harlowton Roundhouse

"Andy"

DEPRESSION and hard times does not seem to have effected the stork's business to any great extent, for on December 17, 1932, at 10:55 P. M., our coal dock operator, F. W. Stoltz became the proud papa of a 6½ pound baby boy, what a boy—yeh, and what a papa—his chest expansion has increased considerably since the event—there is no doubt but what Mr. Stoltz has a great future planned for this boy, and we sincerely hope that his plans materialize, and for the time being we will just extend to both Mr. and Mrs. Stoltz our heartiest congratulations.

January 10, 1933, was a happy day in the home of Yard Clark Paul Hollister, for old Mister Stork pulled in there under heavy tonnage—a 9½ pound baby boy—you can't say that is a chip off the old block, that's a whole chunk. We all wish to extend to Mr. and Mrs. Hollister our congratulations, and at the same time express that oft repeated wish that he may some day be President.

C. E. Steinhauer, agent and also president of the Ship By Rail Club, went to Lewistown on January 12th for the purpose of undergoing an operation, or maybe it was just to get a little spring pruning done, at any rate we hope that the operation will be successful and that he will be soon feeling fine—and sitting pretty.

The Ship By Rail Club which met Friday night was presided over by Vice President A. E. Kellum, in the absence of Mr. Steinhauer.

Anybody having a brown derby that he would like to get rid of, we will kindly request him to get in touch with Mr. Geo. J. Ellis—the size is of no consequence, but the price must be reasonable.

We have it from fairly reliable authority that Mrs. Erwin Fuchs (former roundhouse clerk) of the Electric Cafe can in her inimitable way fix up a breakfast of soft boiled eggs and toast that will tickle your palate until your ears ring.

Joe L. Mason of the Store Department spent the Xmas holidays visiting with relatives and friends and checking up on his old stamping grounds at Tacoma. He returned all in one piece and almost as good as new and showed no ravages whatever of the good time he claimed to have had.

Mr. and Mrs. Arnold Wirth left for a visit with relatives and friends in Tomah, Wis.

S. G. Fraser and family spent the Xmas holidays visiting with Mrs. Fraser's parents, M. H. Shackley, of Milwaukee. Stanley, however, returned before the rest of the family and had to eat his own cooking for a couple of weeks.

Since the discontinuance of the only ticket agent shift, it has been up to Gunnar Ras-

mussen to see that the ducats are properly dished out—well, as the story goes, the first night Gunnar was on the job, a lady, who happened to be an old customer, appeared at the window, and spied a new face, that is, in the office, not on Gunnar (he still has the same face and I have not heard of him having it lifted, or even anyone trying to)—well, anyway, after a few remarks from the lady in regard to business, etc., in leaving she expressed a hope that Gunnar would like this community. Well, we all join her in that cheerful expression,

for if Gunnar does not like it here by this time, all I can say is that his point of saturation is pretty high, for they tell me he is one of the original signers of the peace treaty with the Indians for this stretch of sage brush.

Rollo Smith and family spent the holidays visiting with relatives and friends in the east.

Idaho Division

Gertrude Alden

MEASURE your intelligence by these ingenuity tests (To rate "superior adult," each problem to be solved within 5 minutes):

A mother sent her boy to the river, telling him to bring back exactly 7 pints of water. She gave him a 3-pint vessel and a 5-pint vessel. Show how the boy can measure out exactly 7 pints of water, using nothing but those two vessels and not guessing at the amount. Begin by filling the 5-pint vessel first. Remember, the boy has a 3-pint vessel and a 5-pint vessel, and must bring back exactly 7 pints.

The second problem is like the first, except that a 5-pint vessel and a 7-pint vessel are given, to get 8 pints. Begin by filling the 5-pint vessel.

The third problem, a 4-pint and a 9-pint are given, to get 7 pints of water. Begin by filling the 4-pint vessel.

On January 1st, at Spirit Lake, Idaho, occurred the death of Mrs. Carl H. Thompson, wife of telegraph operator at that point. Mrs. Thompson was stricken suddenly and failed to rally. The many friends of the family were shocked to learn of the passing of Mrs. Thompson, and extend heartfelt sympathies.

Jay N. Dyer has had to submit to another seniority demonstration. Better luck next time, Jay!

Some of the boys are now wishing they had arranged earlier clerical dates, but say they could not very well have started work in their infancy, not having been born railroaders!

Have faith, boys, GOOD TIMES WILL COME BACK! This good land of ours is not going back to the Red Skins.

Agent John H. Vassey of Malden, and wife, are on an extended California trip. Do we envy them!

A new stenographer has arrived in the Passenger Traffic Department at Spokane; her name Diane Cain. Her proud papa, City Passenger Agent Joe Cain, says the young lady has already found the keys—at least he knows she can hit high "C." Mother and baby are doing nicely.

Train Rules Examiner, Mr. D. E. Rossiter, was called East during the holidays by the serious illness of his mother-in-law who passed away before Mr. Rossiter could reach her bedside. Mrs. Rossiter was with her mother when the end came.

Wisconsin Valley Division

Lillian

MISS Norma Nelson, daughter of Mr. and Mrs. Bert Nelson, and Victor Garbe of Oshkosh were united in marriage at 6:45 o'clock Saturday, December 17, 1932. A supper for the bridal party and immediate relatives was served at the home of the bride's parents. Mr. and Mrs. Garbe will make their home at Oshkosh, Wis.

A most sorrowful accident occurred at New Lisbon, Wisconsin, early Sunday morning, December 11, 1932, when Fred H. Schiefelbein, switchman, received fatal injuries while performing his duties in the railway yards. He was rushed to the St. Francis Hospital at La Crosse and passed away about two hours after entering. He was born at Portage, Wis., on Oct. 22, 1888. He entered the employ of the C. M. St. P. & P. Railroad Company in 1905 and in 1908 began working in the train service of the Wisconsin Valley Division. Sister Clavaria, Superior, and Sister Adelada, Superintendent of Nurses, St. Mary's Hospital, Wausau, Wis., who were at New Lisbon at the time of the accident, took charge of Mr. Schiefelbein by riding in the baggage car to La Crosse and assisted greatly in relieving his pain and suffering. This service is highly commendable and very much appreciated. Funeral services took place at New Lisbon. The Division employes extend sympathy to Mrs. Schiefelbein and family.

Otto Zander while returning home from down town Saturday, January 7th, slipped and fell, breaking his left leg above the ankle.

Assistant Superintendent B. F. Hoehn who has been confined to his home on account of illness for some time has recovered and we are all glad to see him back at the office attending to his regular duties.

We had a nice increase in freight business on account of Oconomowoc, Wisconsin not having any snow for the winter carnival being held there. We were fortunate to secure an order for three carloads of snow which were shipped from Tomahawk and which netted a nice revenue.

Eileen Bernard of New Lisbon visited with friends and relatives at Wausau during the week end, January 7, 1933.

Mr. Herman Bernhardt, of Colorado Springs, passed away at his home the latter part of December, word to that effect being received by Paul Bernhardt, brother of the deceased.

It is never too late to give experienced hunters recognition; it has just come to our attention that a hunting party consisting of William Sullivan, Jack Sullivan, his son; Fred Janz, John Mettalka, Chas. Lehman and J. Horn while camping at Manitowish, during the hunting season were all very successful in securing a nice deer. They enjoyed a week of out door life and all report a most enjoyable time.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

WELL, here I am back in the reportorial role, after an absence of three months. A great deal has taken place in my avocation in these months. As the most of you know I was bumped by an older employe, and having no rights in any other department, was forced to leave the city to take up work in the passenger station at La Crosse, Wisconsin. And am now in the store department at Savanna, Illinois, and am glad to be able to dash off a few lines for the magazine. I would like to have some of you drop me a few items, so that I can still keep in touch with my Beloit friends.

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Senator Matson is still in charge of the Gas Electric. It was my good fortune to meet him only a short time ago, and it sure seemed good to see the famous politician. I have travelled quite a bit lately, and I must admit that Frank is in a class by himself when it comes to handling the passengers. No wonder his run is the most popular.

Engineer Hannaford and wife spent New Year's in Milwaukee. Our friend Flip is as genial as of old. And his kindly greeting was welcomed.

The Beloit roundhouse has the honor of having in its employ a young man who is sporting one of the new 1933 Democratic mustaches. And on a recent trip into the city, on one of our passenger trains, he caused quite a bit of comment among the fairer sex. The conductor of the train had to find out the gentleman's name, for the ladies were asking him continually who he was. Now it may be that there are more than this one man supporting a mustache at this writing, but there is only one "Ci" . . . I ask you to take particular notice, when next you see this lad.

Claren Hazeltine is quite a busy boy, when the South West Limited arrives. He has supervision of the mail and baggage. And quite a task, take it from me.

City Passenger Agent C. O. Swanberg has left for the state of Texas. He is another victim of the famous bumping disease. The Honorable W. A. Westphal of Union Grove has taken charge of the tickets. And his years of experience at Elgin and Freeport should enable him to handle the situation perfectly.

Saw former Chief Clerk J. H. Chambers in his office at Milwaukee. Jim is quite busy keeping the main line humming. And is just as dapper as ever.

Beloit passenger station was decorated with a very nice Christmas tree, and it sure gave a lot of good cheer to the patrons of the road.

Had the pleasure of seeing Honest Bill Smith, brakeman Driscoll and Sid Mallock, at the Interstate in Savanna. All of the boys look fine, and show evidence of good treatment. Sure glad to see them.

Saw a very handsome brakeman on the South West Limited recently and close inspection showed the gentleman to be Mr. Homer D. Artlip. He has given up the baggage car, and taken on these new duties. What changes a nice suit gives to a young man. Congratulations, Homer. You do your work nicely.

Understand that some one has been telling bear stories around the Administration building at Beloit. I would like a few more details on the subject. Any one having information on this, kindly let me know.

Buddy Cain was a recent visitor in the city of Savanna. At the time I was stranger here, and I am glad to say that Buddy was a welcome caller. Come down some time, Bud, and bring along the guy with the cookie duster on his lip.

Timothy O'Brien is in charge of the store room at the Beloit round house. Sure a good place to place your bets, Tim.

The Ship by Rail Club is doing fine. Send in all your tips of freight and passenger movements regardless of how small, as every bit helps. And the company can use the revenue. And also be able to keep the employes they now have.

The New Hub of the I. & D.

William Lagan

EARL Jefferson and family have returned to Sioux City to reside.

Mr. and Mrs. A. O. Grendler of Meckling, S. D., are rejoicing over the arrival of a son born December 15th at Sacred Heart Hospital, Yankton, S. D. Mother and son were doing nicely at last report. Mr. Grendler is our agent at Meckling.

We have fully investigated the rumor that Agent Homer Snow of Sioux City is planning on taking up pugilism and find that the report is

unfounded. While Mr. Snow has been a regular fan at the bouts in Sioux City and has also done a little training at Stevens we understand that he has no intention of taking up boxing professionally.

Brakeman Aleck Porter is the agent for the famous double track watch. Aleck says they are the latest thing in time pieces and advises any one who is in the market for a watch to see him first.

Conductor W. B. Anderson has returned from a trip to Grand Forks, N. D., where he has been to see a brother who has been seriously ill.

Mrs. Geo. Ransdell, wife of our agent at Lake Andes, S. D., is visiting her daughter at Brownsville, Tex.

We regret to report the passing of Engineer James Sutherland of Sioux City, Ia. Mr. Sutherland passed away in the Methodist Hospital in Sioux City Tuesday, January 10th, after a three weeks' illness. Jim was a veteran of almost 40 years service with the Milwaukee Road. Funeral services were held in the Rustin Methodist Church and burial was made in Graceland Park Cemetery with members of Landmark Lodge, A. F. & A. M., in charge of the services at the grave. Milwaukee employes wish to take this opportunity to extend our sympathy to Mrs. Sutherland and family in their bereavement.

Baggage man C. M. Belknap, Jr., has been on the sick list for a few days. Ted Stevens has been filling in in the absence of Chester. We hope Chet will be able to be back on the job in a short time.

Engineer Joe Thomas has moved to Sioux Falls and is piloting the turn-around passenger run between Sioux Falls and Canton. Joe, you will sure be missed up on the West End.

Steward Henry Junke has been relieving Steward De Mar on the Arrow for the last thirty days.

West End of the Trans-Missouri Division

R. K. B.

THE three issues this column has been absent from the magazine have seen a lot of news accumulate on this end. The first item I recall which gave us all a good deal of pleasure was the election of Dispatcher Dave Hagerty to the Montana State Legislature. In the Senate another railroadman from Custer County will take his seat for the first time, Elmer Holt of the Northern Pacific Land Office. The opening day of the legislature on January 2nd saw both of them on hand.

The Miles City Women's Club maintained a fine tradition this year in the placing of a Christmas tree beautifully decorated in the depot waiting room. On the Friday before Christmas the children of Milwaukee employes were the guests of the club and hundreds of sacks of candy and nuts were distributed. Christmas Eve the ladies of the club were active in distributing numerous baskets to needy families.

The local unit of the Montana Ship by Rail Association is now in full swing with 350 members. Two meetings have been held at Miles City which were well attended, and the club has been getting a lot of advertising. On December 3rd at Billings all local clubs were represented at a state convention where the permanent organization was formed, with the adoption of by-laws and the appointment of committees. Officers of the local club are P. J. Gallagher, President; H. J. McMahon, Vice-President; Pearl Huff, Secretary-Treasurer; and W. H. Bartley, Convention Delegate. At the Billings meeting December 3rd, Mr. Bartley was appointed chairman of the Committee on By-Laws and Mr. Gallagher was elected to the Board of Trustees. During the month of December Mr. Gallagher was also invited to address the Miles City Commercial Club and his talk was very well received.

Old Man "Flu" has been stalking around and has laid a good many of us low. Master Me-

To a CERTAIN WOMAN in your family



Is HE getting all the pleasure he could from smoking? In other words, does he know the joy of smoking a pipe? There is something about a pipeful of the right tobacco that is tied right up with happiness.

Maybe he thinks he "can't smoke a pipe." More than likely, however, he has not found the one right tobacco.

So why not find out if there is smoking pleasure that man of yours is missing? We'll help you. Fill in the coupon, enclose a dime and we will send you a genuine old-fashioned corn cob pipe, together with a trial packet of Edgeworth Smoking Tobacco. Then he can give pipe smoking a fair trial. For with this pipe that has not been used with other tobacco, he can enjoy the true flavor of Edgeworth.

Surprise him with this trial kit. As he fills his pipe with Edgeworth and lights it, watch his face. If he likes pipe smoking with Edgeworth and the trial pipe, he will buy a regular pipe later.



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CHICAGO

chanic Riccius succumbed for a few days, but got up in time to get down to the office on Christmas. New Year's saw Traveling Engineer Webb in bed, and Accountant E. C. Olson tried to walk a touch off, but gave in for a day.

Comptometer Operator Ruby Currie took advantage of the holiday season to make a hurried visit back with her folks in Terre Haute.

George Hilton of Moberge found sufficient attractions in Miles City to spend the holiday season here, and took the occasion to come into the office and say hello to everybody.

A change has occurred in the Traffic Department on this division recently with the appointment of Mr. J. R. Reagen, formerly of Butte, as Traveling Freight Agent succeeding T. A. Dodge who goes to Milwaukee. During his stay of about 2½ years on this division Tom made many friends and proved himself to be a real "business-getter."

Other recent movements-around are the appointment of L. H. Rebus as Roundhouse Foreman at Moberge and the transfer of B. A. Giggins from Moberge to Harlowton as Roundhouse Foreman.

Chief Clerk McMahon has been limping around the office the past few days as a result of an injury to his right leg New Year's Eve. As Mac explains it—he was returning home from a revival service about 1:00 A. M. and fell over a fence post—claimed to have been caused by his being blinded by lights from the church which was all "lit-up."

There has been some changing around of station employes, due to recent force reductions and subsequent bumpings. Chas. Shine who used to be at Marmarth moved up to Faith, displacing Coldear Collins. H. H. Rinderneck, Call Clerk of Moberge, has transferred to Roundup, displacing Dave Mankey who will bump in at Miles City.

Iowa and S. M. Division

V. J. W.

MICHAEL J. McInerny, veteran engineer, passed away Jan. 2nd at his home in Austin. Mr. McInerny was 70 years of age and had been an employe of the company for over 50 years. He started as a steam shovel operator at Milwaukee and later was a locomotive engineer on lines west. He had been employed as a hostler at Austin Roundhouse for

the past 15 years. Sympathy is extended to the bereaved relatives.

On January 11th Iver Thompson, laborer at Austin Roundhouse, completed 51 years' service with the company.

Engineer Pat Burns is taking 90 days' leave of absence and is now located in St. Paul where he is legislating for the engineers in the state of Minnesota.

If you are planning on restocking your aquarium be sure to see Engineer John Hogan as he has a large supply of goldfish.

L. I. Evans, instrumentman in the Division Engineer's office at Austin, has been transferred to Savanna, effective January 21st.

Our local "Walter Winchell" informs us that soon the depression will further effect the U. S. Postal Service. He announces that our champion letter writer, Ralph "Tillie" Denny of the Engineering Department, will shove off on the sea of matrimony. The big event will take place in Minneapolis February 3rd and the young lady is Miss Eleanor Whitcomb of that city. Best wishes Mr. and Mrs. Denny.

Roadmaster Frank Larson favored Division Engineer Johnson with a cigar (evidently Xmas variety) and E. H. showed his appreciation and also his suspicion by placing it on his desk for a few days to watch for further developments.

Dwight "Tang" Kneeskern has weathered one more Friday the 13th. "Tang" received a BEWARE sign but finished out the day's assignment in good health.

Chief Dispatcher F. M. Valentine can see no ill omen attached to the day. We are told he celebrated his birthday on Friday the 13th of January and received a fancy cushion for his office chair and a box of delicious candy.

Dispatcher A. A. Seeman was recently transferred to the H. & D. Division.

Operator Lester Olson bid in the new sidetable job in the dispatcher's office and Operator M. W. Banks of Spring Valley was assigned second trick at Ramsey.

We were indeed sorry to hear of the serious injury suffered by Mrs. A. A. Seeman when the car in which she and Mr. Seeman were riding was struck by another car which was attempting to pass a large truck on the highway near Farmington, Minn. Mrs. Seeman was rushed to a hospital at Farmington and we are glad to hear that she is recovering nicely and has been taken to her home.

Engineer Tom Clancy was recently admitted as an honorary member of the Locomotive Engineers, he having completed 40 years' service as an engineer.

Retired Engineer James Cane is spending the winter in the state of Washington.

W. H. Hickey, agent at Rosemount, has been off sick for the past two weeks.

Operator J. E. Libel and family of Mendota are spending two weeks in California.

Agent C. R. Parker of Pratt is also spending a few weeks in California.

C. J. Otterstad, formerly second trick operator at Castle Rock, has bid in second at Comus.

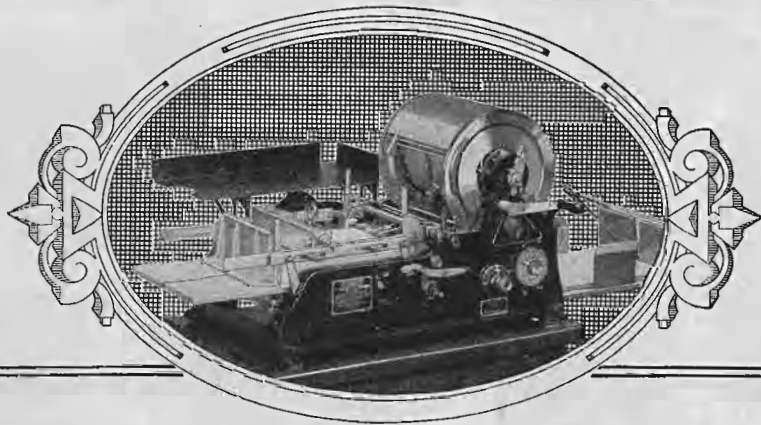
Herman and Mike are liable to lose their places in radio fame most any day now. The office boy overheard Herman and Brad speaking of going on the air the other day. Well, boys, we'll be listenin'.

Anyone wishing to get a good radio for their car, see Steve Kloekner.

The duties of the yard clerks have multiplied, and how. Recently a stray dog took kindly to the hospitality offered by the boys and made her home in the yard office. Now the boys have six dogs. Five will be old enough to give away soon. Rush your orders in.

Sympathy is extended to Trainmaster Holmes on account of the loss of his bulldog. She was 12 years old and leaves no children to mourn her passing.

Ticket Agent John Shultz has been laid up the past month with the flu. John spent two weeks at St. Olaf Hospital and is now located at the Elk Hotel in Austin where he is reported as getting along nicely.



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.



Yard Master J. M. Plum was also a victim of the flu for a few days the past month, and now we find Yard Clerk Lloyd Severson on the shelf for repairs.

Has anyone seen Lineman Charley "Seth Thomas" Probart? The boys in the Austin freight office would like to pass the time of day with him.

Do not confuse the gentleman in the center of the Superintendent's office with Chas. Dawes. It is none other than O. E. B. himself. He got the pipe for Xmas and is practicing how to use it before appearing in front of the giver.

Thos. Bowler, Boiler foreman, recently moved from a large city to a location on South Kenwood Avenue in Austin and evidently got his running orders mixed as he was seen to be discussing with the traffic officer the proper method of "heading in" on the South Kenwood Boulevard. We are informed that the city council has been petitioned to remove the boulevard.

Kansas City Terminals

S. M. C.

Since Howard Jones has been janitor at the local office—you would hardly know the place. Everything is kept clean and shining. Not only is Howard a fine janitor but he is also a past master at cooking. The boys claim he is an artist at frying eggs and he surely knows how to make spaghetti and meat balls.

It has been suggested that Jim Talbott carry a gun along with his golf clubs because he is always in the tall and uncut looking for golf balls and scaring up rabbits.

On January 8th several local office boys played golf and reported ideal golf conditions, temperature 60, good greens, no wind and no weeds. Kansas City (sometimes) has wonderful winter golf weather.

Ernie Thomas who formerly worked at the Liberty Street office is now yard clerking at Coburg.

"Happy" Lasho, yard clerk, has taken a 90 day leave of absence.

General Yardmaster Dignan reports that his cabin up near Chillicothe will be ready by "fishing time" next spring.

Willie Weber, night clerk at Local Office, has supplied the Weber table with game this winter. Bill says rabbits are plentiful, with plenty of quail (to shoot at) and now and then a squirrel and "possum." That last word brought a wide grin on the face of Howard Jones.

One of the Milwaukee bowlers was commenting on his score and said he finished up the three games by getting a turkey. And right away one of the fair sex asked, "How much did the turkey weigh?"

The morning of January 17th Engineer Jas. Gordon was found in bed dead, evidently from heart trouble. The sympathy of the Milwaukee family is extended to his family.

Mrs. Wm. Black is anticipating a trip to Florida and Havana, Cuba, in the very near future.

Mrs. Madison, mother of Switchman Walton Madison, has gone to California for her health.

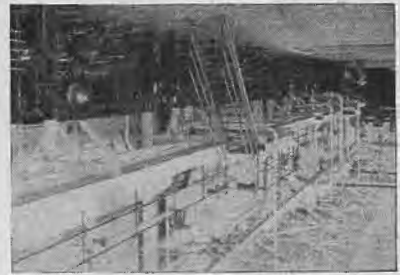
Engineer H. P. Anderson had the misfortune to fall breaking both legs, one in hip and other just below knee. He is getting along nicely at St. Luke's Hospital.

Twin City Terminals

Leda Mars

JOSEPH M. KILGRIFF, 67 years old, Milwaukee railroad employe for 42 years, died recently at his home in Minneapolis. Mr. Kilgriff had been a train caller at the Milwaukee Depot for the last 28 years. He was a member of the Veterans' Association of the Milwaukee railroad. Sympathy is extended to his wife and family by his many friends and co-workers.

Understand Fred Beal and John Nordin of the Local Freight platform are in the hospital.



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We all hope for a speedy recovery.

Sympathy is extended to Carl Myron, of the local freight, and his family, due to the recent death of wife and mother.

Ron Everson likes Minneapolis because he gets in on more lute-fisk dinners.

John Ritter and Emil Rachner are wondering if their old model "T's" should have new license plates or go to the ash man.

Harold Rappe seems to have a hard time making the train back from Austin these days. We won't tell Mabel.

The Sioux bowling team heads the Milwaukee League with Johann and Ritter making the headlines.

Scotty Breingan doesn't mind the cold weather as long as he can keep his bloody pipe going.

The I. & D. Division wonders why they don't see Leo Montgomery and Irma Wilhelm on visits to Mason City. If they see Irma, they will see Leo close by.

Margaret Hicks, our platinum blonde, has been in the hospital, first with scarlet fever and finishing up with chicken pox. We are glad to have her out again.

Lawrence Netka, recently appointed record keeper of the Maccabees, is an employe in the District Accountant's office, at Minneapolis. How did he get in?

Miss Elizabeth O'Brien, popular Chief Telephone Operator at Minneapolis, departed for California January 8th to spend three months in Los Angeles and Hollywood. Miss O'Brien confided to close friends before leaving that she expected to make one picture, and if she liked the movies and the California climate agreed with her she might decide to remain longer. Good luck, Elizabeth! We'll be watchin' the screen and seein' yuh.

Business in Car Distributor's Office at Minneapolis was good around the holidays account Bill Stackpole taking orders for turkeys for all employes in the passenger station. Over 60 birds were handled and all checked out and delivered O. K.; although there was considerable shrinkage in the weights—evidently the turkeys were weighed alive in the rain or the butcher had large hands.

Frank Corcoran acknowledges with thanks the many orders received for batteries during the past ten days. Frank says it surely pays to advertise.

Ed Knoke has lost his enthusiasm about the Soldiers' Bonus and is now hot about the National Pension Bill. Ed is determined to be paid in full and he doesn't care who pays the bill.

Personal Note.—R. J. Roberts, after reading the account of his basement activities in the last issue, was heard to be muttering, "Is my face red?" (A very cute shade of pink it was, too.)

Old timers around the passenger station remarked that it looked like old times to see so many passengers in the station during the holidays. The reason was that the busses were tied up account bad weather conditions. Moral—SHIP AND TRAVEL BY RAIL.

C. D. Gallivan, Chief Dispatcher at LaCrosse, called on his old friends around the depot Wednesday, January 11th. Charlie says he has lost ten pounds since we saw him last, but our guess is that he is wearing a two-piece suit and that accounts for the discrepancy. Drop in on us again, Charlie.

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

D. H. A.

THROUGH the untiring efforts of Agent F. C. Williams a Ship-by-Rail Club has been organized at Moberidge, the first meeting being held at our Milwaukee Club Room at 7:30 P. M. Monday evening, January 9th, with a fine attendance. Mr. Williams gave a good talk, explaining the object of this association is to promote the interests of the railroad industry by all legitimate means, in order that the railroads may share equal

opportunity to compete with other forms of transportation. Interesting and instructive talks were also given by Mr. J. J. Foley and Mr. J. R. Raegan of Miles City. Traveling Inspector A. DeGarmo of Seattle was also an out-of-town visitor. To date we have 161 members enrolled, with prospects for many more. The following officers were elected:

F. C. Williams, Agent, President.

I. L. Dickey, Engineer, Vice President.

John R. Price, Trainmaster's Clerk, Secretary and Treasurer.

Due to the light business the helper engine at Marmarth was taken off on January 1st.

The last reduction in forces has made a number of changes in the clerical positions on the Trans Missouri division. The 3rd trick car clerk and call boy has been taken off. "Topy" Rinderneck displacing the cashier at Lemmon, Herman Wahl has bought out the grocery department at the Frontier Market and will now operate two grocery stores in the city. Herman, we wish you good luck in your new venture.

George Hilton spent Christmas visiting at the home of his parents at Rapid City and with friends at Miles City.

Mrs. R. W. Cornell, agent at Selfridge, N. D., is taking a four months' leave of absence and her position is being filled by R. S. Lewis.

The flu epidemic is not passing up very many of our Milwaukee family; seems as if most everyone we meet has either just had it, or is coming down with it. Our genial yardmaster Jim Caldwell has just recovered from an attack of it and Condr. J. L. Downs is now a patient at the Moberidge hospital. We are glad to know he is much improved at this writing.

Miss Ruth Moran has spent the past month visiting relatives and friends at Rockford, Ill., and Savanna.

We understand one of our popular relief agents has fallen heir to a large sum of money. What a grand and glorious feeling that would be in these days of depression.

Trainmaster A. W. Herwin of Miles City, spent a few days in the Moberidge territory on business.

Mrs. A. Rognelson of Aberdeen visited Moberidge friends, a guest at the Claude Preston home.

Agent Freda Jacobson of Haynes is on the sick list, suffering with flu. R. L. Chase is relieving her.

Drafts from the Drafting Room

H. J. M.

“NOW that the holidays are o'er
Let's see what the New Year has in store.
Let's hope it brings back the good old cheer,
The drink that we once used to call good
B E E R.”

(I hope you'll like it.)



Mary Louise, Charlotte and Mrs. Kunze,
family of R. M. Division fireman

With sickness all around, the office force has been very fortunate in only having three persons who had to take time out to recuperate. Ruth Pritchard, Sylvan Lester and Triple L. Lentz were the unfortunate ones, but all are up and at 'em again.

Our old friend, Hooks Erdmann, now working under Adonis Gooshel at oil house, had a head-on collision with a drunken driver and both he and his wife were on the shelf for a few days recuperating. Now all is well—if the other fellow pays the damages. (They say Hooks likes his half of the road in the middle.)

The Accounting Department bowlers are out for a match game with our boys. They have a crack (ed) lineup, but so have we, and this challenge of theirs will be taken up in the near future. Watch next month's column for results. Five men will be picked from the following: J. Haas, A. Schroeder, H. Sjogren, Monty A. Schultz, L. Lentz, M. Lagreid.

An early notice to all interested in Kittenball for coming season. Get your arms in shape gradually, get rid of the bay window and start now so that the early part of April we will be able to start playing and get in a full season. Other offices take notice, we are ready for games starting April 1. (Maybe!)

FOR SALE: One slightly used Christmas tree. (Good or sad memorials?)

Chandler went to Denver last month. No, his family and he visited relatives over the Christmas holiday.

Clarence Brophy and Mrs. went Iowa-way. Triple L. Lentz and wife visited friends in Memphis, Tenn.—and what a reception they got.

Mr. and Mrs. Mag. Lagreid went skiing up at Iron Mountain, Mich. (the trip that Mag. used to make alone so often). (Mag. likes fishing in the summer and—skiing in the winter.)

The West Allis families of Horton, Peterson, Petrie, Lester, Borucki and Hampel all at some time or other during the holidays drove up to Milwaukee to say "Hello" to friends.

Berg, Sig. O., noted Norwegian "Ski-Yumper," has deserted West Allis and has crossed the railroad tracks into Monty's territory (Johnson's Woods). Now Berg gets a free ride home nights in Monty's "Kann."

Ruth Pritchard and Ruth Forrest went to Wisconsin (Theatre) for the holidays, and enjoyed the show immensely.

Mr. and Mrs. A. Schultz and family stayed home but received relatives from far-off California and near-off Eau Claire. Was told Santa left Art's son lots of toys, but that now they are broken, due to Art's playing with them so much.

Mr. Brophy (Clarence to most of us) was sent out West to Tacoma and near-by points on railroad duty. He enjoyed it immensely (the scenery).

Ray J. Petrie, the little "Cupie" from West Allis, who likes to ride horses during spare time, has requested me not to put anything in the magazine about him, so we're not putting anything in this month.

Rocky Mountain Division, Northern Montana

Max

WE have returned from New York where we spent the holidays with our daughter and family.

We read that a good part about travel is that it enables one to acquire a sense of values, that a home is never so much appreciated as when one has been absent for a month. A job looks better after one has observed and talked to men in strange cities. One's friends, even one's relatives, improve by comparison.

It has been said that the capacity of most of us for joy or pain is limited. If we have trouble getting along with people in a small town, we'll be as much of a misfit in a big town. Few of us will accept such counsel as valid until we have investigated. Travel,

therefore, is an inexpensive way of confirming the maxims in the copybooks.

We quite agree with the writer. How we do appreciate the Milwaukee Road after traveling on a whole lot of other railroads. We have felt the loss of business at home. We saw the same thing all along the route. We were the single occupant of an observation car on one road for a distance of some two hundred miles and was one of four persons that were served dinner in a diner which was fully manned. No wonder it is necessary for the rail transportation companies to reduce their service.

If you want to be continuously happy you must know when to be blind, when to be deaf, and when to be dumb.

Assistant Superintendent N. H. Fuller gave the address at the Knights Templar Commandery's observance of Christmas. His theme was "Friendship's Tide Is Strong and Deep." It was considered one of the best talks heard at the asylum on such an occasion.

Reduction of forces in Montana Traffic circles of this line brought George S. Craig back from Milwaukee, Wis., H. C. Brisbane, from traveling freight and passenger agent to the position of chief clerk, which he formerly held and C. M. Brown to the position of cashier in the freight office at Great Falls. J. J. Reagan, of Butte, went to Miles City.

Division Freight and Passenger Agent Randall reports that "Ole Man Depression" is having a hard time on the Northern Montana, that an increase was shown on the division in December, 1932, over the same month in 1931.

N. H. Fuller addressed the Business and Professional Woman's club of Lewistown, outlined general problems affecting the railroad industry and talked about the subject of travel.

Miss Helen Cornwell, of Harlowton, Mont., left on New Year's day for Columbus, Ohio, to obtain her Master's Degree in Art at the Ohio State University.

C. I. Burt, of the car department, who has been a patient at St. Joseph's hospital for the past three months, has returned to his home. We hope to see him back to work soon.

George S. Craig, who has returned to this territory as traveling freight and passenger agent, spent three days in Lewistown renewing acquaintances. He promises to bring Mrs. Craig and "Little George" the next time he visits our city.

Mrs. M. F. Riddell, of the Milwaukee family, was the fortunate holder of a ticket put out by the merchants of Lewistown, which won fifty dollars just before Christmas.

Messrs. Harry Wilkinson and Roy Spogan, of the Great Falls freight house, are back to work after having been confined to their homes with the flu.

Edward J. Smith, of Lewistown, was taken suddenly ill on the tenth and has been unable to return to his position as checker.

Tri-weekly service is being established on the Great Falls and the Wunnett lines for the balance of the winter season. Arrangements are being made to handle rush carloads on trains 115 and 116.

Dubuque-Illinois Division

First District
E. S.

ROY CRONIN, employed in the office of the District Storekeeper at Savanna, has been promoted to the position of Chief Clerk to the Division Storekeeper at LaCrosse, and with his family moved to that city the first of this year. The Cronin family made many friends while in Savanna and we were sorry to have them leave but wish them lots of luck. Mr. R. Lightfield, of Beloit, has accepted the position made vacant by Mr. Cronin, and we welcome him and his family to the D&I Division.

It was with deep regret that we learned of the death of veteran Conductor J. D. Welch, who has been running between LaCrosse and Savanna in passenger service for many years, and at one time was a resident of Savanna. Mr. Welch completed his run on train No. 35 into LaCrosse about 10:30 or 11 A. M., Jan. 12th, and a few hours after arriving at his home passed away on account of heart failure. Funeral services were held at LaCrosse, Wis., Monday, Jan. 16th, with interment at Dubuque, Ia. Sympathy of the division is extended to the family of the deceased.

Well, the Operating Department put their program over the night of January 9th, at the pot-luck supper put on by the Woman's Club at their monthly meeting, and so far have heard nothing but favorable comments, so guess we are still holding our own with the Mechanical and Store Departments. The program consisted of a song and dance sketch by the Misses Ruby Jean and Joan Kline, vocal solo by Miss Audrey Buswell, reading by Miss Jean McGovern, vocal solo by Miss Beth Fuller, dance by Miss Peggy Roe and Mr. W. Stafford of the Dubuque Freight House gave an impersonation of a Hawaiian dancing girl. Most of the talent on the program was taken from among our Railroad families. The club house was decorated in pink and green and about 100 attended the supper and dance. The next meeting will be held Feb. 13th and the program will be in charge of the Transportation Department.

Sympathy is extended to Car Department employe C. McGrath, account the death of his brother, which occurred during the Christmas holidays at LaCrosse, Wis.

We read with interest the item in the Iowa Division column of the January issue relative to Mrs. Grace Thornbrue Gentine broadcasting over WCFL of Chicago. Mrs. Gentine will be remembered by a number of the employes around Savanna as she was employed in the Superintendent's office at one time.

Sympathy is extended to Mr. and Mrs. Wm. Speck, also Mrs. Wm. Brooks account the death of their son, Will Speck, which occurred at Minneapolis, Jan. 1st, due to the "flu."

At Freeport, Ill., Jan. 13th, occurred the marriage of Miss Hazel E. Coates, of Savanna, daughter of Car Department employe and Mrs. Gill Coates, also niece of Mr. and Mrs. Frank L. Murphy, to Mr. Donald C. Ford of Balboa, Canal Zone, Panama. After the wedding ceremony the young couple were given a reception and farewell party at the home of the bride's parents, and departed the next day for New

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York, from where they sailed Tuesday, Jan. 17th, for Panama.

Would like to make another plea to those of you who have not already contributed to the Milwaukee Relief Fund. So far, on the entire D&I Division, we have expended over a thousand dollars and in order to continue throughout the next two months, we ask that those who are employed regularly contribute at least one dollar to this worthy cause. We have so many more to take care of this year due to the continued decrease in work and the need is far greater than it has been the past two years.

Understand one of the comptometer operators in the Accounting Department, Chicago, formerly an employe in the Division Superintendent's office at Savanna, is wearing a diamond on her left hand and wonder if we are not "kidding" the right fellow.

Sympathy is extended to D&I Division Brake-man Walter Winn account the death of his wife, Dec. 23rd, in Chicago.

L. E. O'Donnell, First District Conductor, is back to work after a vacation of six months spent in Hiland, Wyo.

Conductor F. Schneck, First District, was operated on in Dec., 1932, for appendicitis trouble and understand he is making a satisfactory recovery.

With the continued pleasant weather for this time of year, understand the baseball fever is beginning to be felt by our fellow employes in the office. Of course, as all "big leaguers," the boys should keep up their training.

Notes from the Everett Branch

R. R. J.

THE Everett Branch in the State of Washington, extending from Cedar Falls to Everett, has not heretofore been represented in the columns of our *Monthly Compendium of Good Housekeeping and Better Railroadng* by a corre-

spondent, and as a consequence the world at large has languished in deep ignorance of the very existence of this line. This condition of affairs has become intolerable and with the kind permission of our honored editor we propose to enlighten a waiting world as to what is going on on our little branch. It is true that not a great deal has happened here of late, but in that respect we are no worse off than any of our various main lines and what does happen here is quite as important to us as events on the main stems are to the residents thereabouts.

We regret very much to chronicle the decease of the mother of Mr. Chris Erlin, Agent at Cedar Falls, with whom she had been making her home for several years past. She died just before Christmas and was buried at Steilacoom, near Tacoma, by the side of her husband, who preceded her in death.

Operator R. B. (Bob) José at Everett is sick with the "flu" at this writing. Mrs. José had been down with a milder attack just previously and had barely recovered in time to look after her husband. "Bob" is being relieved by Clint ("Pinky") Miles who came just in time to wrestle with the monthly reports.

Conductor Barrett, the popular commander of the Everett and Enumclaw Triweekly Limited—no, that is not quite correct; it runs three times a week and not every three weeks—was off for one trip at Christmas time, being relieved by Conductor Andrews from the Main Stem.

Engineer Veale of the same fast train has just been bumped by Engineer Cunningham, the former Safety Supervisor. The branch will miss Brother Veale's smiling countenance and will now watch Brother Cunningham put his precepts into practice.

Mr. Stowell, for long Clerk at Snoqualmie Falls, found himself in the unpleasant predicament of having his job sawed off from under him on Dec. 1st. He is at present on a two months' leave of absence after which we understand he has his eyes on a position in Tacoma. We hope he will enjoy his change of residence.

Ralph ("Slim") Moyles, who lost out as Second Trick Chief Yard Clerk at Tacoma because of a reduction in the force there, is at present on leave of absence but we understand that on his return to duty he will return to his former habitat at Cedar Falls, displacing Joe Nordquist there. These are indeed parlous times when a good many of us do not know from one day to the other whether we have a job or not.

Ray Fink has also been displaced at Everett and has returned to his home at Tacoma to develop some more speed on the typewriter, after which he is prepared to beard the lion in his den and bump into a position at the Seattle Freight Office. The force at Everett will greatly miss his cheerful and efficient presence and will wish him well in his future position.

On Christmas eve, Dec. 24th, Miss Myrtle, daughter of Fireman Leo Hoyt of the Everett yard engine, was married at the parental home at Everett to Mr. Joseph J. Krachack of Buffalo, N. Y. The young couple will make their home at Long Beach, Calif. The many friends of the charming bride and of her popular parents will wish the newlyweds a long and happy married life. On the Monday following the wedding Leo showed up for duty with a pained expression quite foreign to his naturally handsome and smiling face—due, he explained, not to the wedding, but to an injudicious combination of the liquid refreshments usual at weddings with the turkey appropriate to Christmas. However, his stomach is all right again by this time.

Business being a little slack over the holidays, Frank Dongherty, the popular and efficient yard engine foreman at Everett, with his associates George Newell and Glen Larsen and Engineer John Bayne and Fireman Leo Hoyt are at present working only every other day; we all hope that business will soon revive enough to keep them busy every day.

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J. T. Raymond

MRS. M. J. Flanigan and son, Robert, of Chicago visited several days in Marion with friends early in January. Mrs. Flanigan and Robert have many friends in Marion and always receive a warm greeting.

Notwithstanding the long illness of J. H. Foster at Minneapolis, the news of his death was received with a shock and deep regret by friends on this division. He was well known and admired by many friends on this division where he was Superintendent some years ago.

A well attended Safety First meeting was held in the Milwaukee Women's Club room at Cedar Rapids Dec. 29th at 7:30 P. M. Meeting presided over by Supt. A. J. Elder, who read important communications and made an impressive address urging sustained effort and strictest care in preventing accidents. Trainmaster W. J. Hotchkiss spoke on the necessity of safe practices and keeping the principle of Safety First in the mind in everything to be done. There was to be no relaxing along these lines. Several profitable suggestions were made by employes present.

A claim prevention meeting was held immediately after the Safety First meeting and was addressed by H. O. Everson, who read an important communication from W. L. Ennis; a number of suggestions were made by employes present and a general discussion was had along this line. Both meetings were interesting and profitable.

The following station agents were present at Safety First and Claim Prevention meetings at Cedar Rapids Dec. 29th. H. Seeger of Morley, L. J. Miller of Springville, H. J. Peterson of Anamosa, D. Bowen of Van Horne, M. F. Emerson of Martelle, H. E. Carter of Olin, M. B. Leonard of Monticello, C. T. Rowe of Marion and J. L. Coffey of Cedar Rapids.

Mr. and Mrs. F. J. Cleveland of Marion visited Mr. and Mrs. John F. Briggie at Omaha a few days early in January.

Several hundred children attended the party given Sunday afternoon Dec. 18th by the Milwaukee Women's Club on the depot platform. The group greeted Santa Claus when he arrived on a switch engine from the north. The children all received a box of candy. Several large boxes of apples were also distributed. A lighted Christmas tree decorated the platform. Mrs. L. S. Dove was chairman of the committee.

Mr. and Mrs. W. J. Fuller and daughter Dorothy of Perry were holiday guests at the home of Mrs. Fuller's parents, Mr. and Mrs. W. G. Buck of Marion.

Mr. and Mrs. L. R. Curtis left Marion the latter part of December, going to Los Angeles, Calif., for the balance of the winter.

The writer attended the funeral of J. H. Foster at Minneapolis Jan. 14th.

Earle E. Edwards of Marion spent two days just before Christmas as relief dispatcher at Perry.

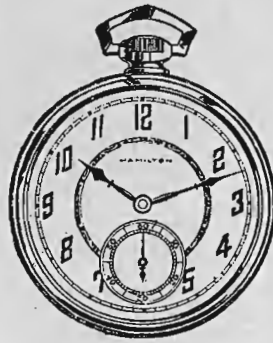
Roy Blackledge was taken ill early in December. He is improving at the present writing and expects to resume work Jan. 16th.

Mr. and Mrs. W. R. Barber of Marion have returned from their annual New Year's visit with Mrs. Barber's relatives in Milwaukee.

Mr. and Mrs. N. J. Edwards of Toronto were guests in the home of Mr. and Mrs. E. E. Edwards, Marion, Jan. 12th. They came for the purpose of attending the Eastern Star installation at which time their son Earle was installed as Worthy Patron and was presented with a gift from the chapter by Ernest Failor.

Harry E. Seeley, 67, of Greeley died at the home of his daughter, Mrs. Hazel Ainsworth, at Cedar Rapids. Mr. Seeley was born at Somersville, Ohio, and came to Oxford Junction as a boy. He started his railroad career at the age of 17 when he spent two years working with his father as a lineman; since that time he had been station agent for the company at Arlington, Hawkeye and Greeley. He was a member of

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the K. of P., I. O. O. F., O. R. T. and of the Methodist church. Mr. Seeley is survived by three daughters and two sons and fifteen grandchildren. Funeral services were held in Greeley, burial in Greeley cemetery. Mr. Seeley was well known on the division and had many friends who will regret to hear of his death. Deepest sympathy is extended to the family in their bereavement.

George Snyder, 69, died Tuesday, Jan. 5th, at the home of his brother, Phillip Snyder, at Ottumwa. On April 6th, 1884, he began work as a painter for the Milwaukee railroad, being made a foreman in May, 1888. He retired from active service Maerh 1st, 1932, on account of illness. He was a member of the Brotherhood of Maintenance of Way Employes. He is survived by two sisters and two brothers. Funeral services were held at Marion Jan. 6th and burial was made in Lafayette cemetery. Mr. Snyder was widely known on this division and Dubuque Division. He had many friends who will miss him from the ranks. The employes Magazine extends sincerest sympathy to the surviving members of the family.

B&B Foreman Frank Charles and wife have moved from Jefferson, Iowa, to Marion.

Operator D. D. Devore is working third trick Cedar Rapids during the absence of Ed Mullaly.

Charles F. Izer, who has been braking on one of the log runs between Savanna and Perry, has taken a braking job on the Calmar Line way freight.

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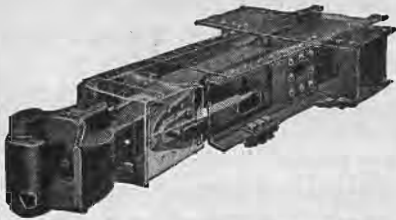
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**Twin City Terminals
Mechanical and Store Departments
N. A. H.**

MR. S. A. Brophy, engineer on the H&D Division, is sojourning in Aliceville, Ala., for a few months during the winter.

Mr. Tim O'Connell of the Stores Department had a thrilling experience while spending a little leisure time at a drug store. He, with a number of others, was rushed to the back room by a bold bandit, and forced to lie down on the floor while the radio sent forth the Baron's voice, "Was you there, Charlie?" Tim wasn't so sure about "Charlie" being there but he knew he was there.

One of our most respectable and reliable employes of South Minneapolis was surprised to be ushered to a room the following day after a hold-up of postal sacks at the Milwaukee passenger station. He happened to be only 60 feet away from the scene of the robbery, so therefore was not to go unquestioned.

Mr. Chas. Foote has been absent from his daily duties due to being sick with the flu, and wish him speedy recovery and back on the job shortly.

Engineer Kenneth Ferguson passed away on Saturday, Nov. 5th, 1932, he being a veteran and senior engineer on the H&D Division, at the age of 84 years.

He had been out of active service since 1926, having accepted the pension.

Mr. Ferguson's connection with the Milwaukee dates back in the late '60s. He came to the H&D in March, 1872, as an engineer from Portage, Wis., where he formerly was promoted. His many graphic experiences as a pioneer in the building of the H&D Division West of Glencoe were of interest to all who knew him.

He was laid to rest on Nov. 8th in Oakland cemetery, St. Paul, Minn. Funeral services were conducted under the auspices of the Brotherhood of Locomotive Engineers, Kent Ferguson Division No. 912, which was so named in his honor. In his passing the Milwaukee railroad lost a valuable and most reliable employe whose services were unexcelled.

**Chicago Terminal
Guy E. Sampson**

THAT little shaver that arrived on New Years Eve and better known to all of us as "1933" has started in doing things where Old Man "1932" left off. But we are all enjoying that anticipation that this year will make for our employes a far better "Safety" record than any previous year. Opportunities for avoiding accidents will be the same this year as last but the results will be left entirely to each one of us, as to whether we make use of them or let them go by unnoticed and permit our accidents to reach the high number of last year. A resolution on the part of every member of the Milwaukee family that they "will do all in their power to keep themselves and their co-workers from being injured" will bring about a great

reduction in accidents on our railroad.

Mrs. Margaret Bishop, who has been confined to the West Lake Hospital, is again at home and her many friends are glad to see her back home again.

Miss Mildred Helsdon, daughter of conductor Ray Helsdon and Miss Dorothy Peck, daughter of Machinist Wm. Peck, enjoyed their Christmas vacation visiting friends and relatives in Pittsburgh, Pa.

The Oscar Distadt family enjoyed a visit from their son Mehnert Distadt of Hayfield, Minn.

Switchman Clark Gruner and family enjoyed a week's visit with relatives in New Holstein, Wisconsin.

The Harry Salsgaber family enjoyed a week's visit with relatives in Perry, Iowa.

Engineer Chas. Imwie and wife are rejoicing over the arrival of a daughter who was born December 31st. A real New Year's present. All doing nicely.

Car Department Employe Harry Miller and family spent a week's vacation visiting parents and grandparents in Wauzeka, Wisconsin.

Switchman Lynn Corkill is congratulating himself that he is again on his way to health and happiness. Lynn had a very serious attack of the flu and for a few days physicians and close friends were very much afraid that he would not be able to survive the attacks of the dread disease. But at this writing he is able to sit up in bed and barring any setback will soon be able to be out around again. His many friends are glad to see him recovering now.

Switchman Prior was among those who underwent an operation since our last issue of the magazine. Latest reports are that he is getting along nicely.

The sympathy of all employes is extended to Engineer Samuel Williams, whose wife passed away December 23rd. Besides her husband she leaves an infant son born December 3rd, 1932, to mourn her early demise.

Some of the gentlemen members of the Milwaukee Women's Club of Bensenville have just completed decorating the interior of the club house and they sure did a splendid job of it.

The Chicago Terminal Ship By Rail Club started off the new year by election of officers for the coming year on January 6th. The meeting which was held in the conference room of the Union Depot was well attended and the following officers elected: Chas. R. Hoge, chairman; Mr. Carr, vice chairman; Mr. Magnus, secretary, and Mrs. Miller as treasurer. The newly elected officers are now in the harness and already planning many activities which are expected to bring results. Every employe should keep in touch with this club and lend their cooperation.

The sympathy of all employes are extended to Clerk J. L. Norton of Western Avenue forces, whose dear companion passed away December 15th. Many friends of the family attended the funeral December 17th.

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A real Christmas present arrived at the home of Earl King when twin boys were born to Mr. and Mrs. King on Christmas Day. The new borns are now named Richard Earl and Edward Charles and they and the mother are all doing nicely. Daddy, who is assistant storekeeper at the Western Avenue roundhouse, was forced to purchase a new hat the following day but as he stated, he needed one any way, and a few sizes larger didn't cost any more, so he wasn't out any extra cash for the hat.

Milwaukee Terminals M. H.

FOR years Dispatchers Patrick McGann and Robert Voss could not agree as to which one of them had the hardest punch. With the cold weather in December we had some hard ice and each fell on the ice. McGann has been off duty since, but Voss is one the job every day. Voss says: "This proves that the Irish can stand no punishment."

Chief Dispatcher Arthur Engel is grandpa to Donald Engel, born Dec. 21st, 1932.

Fireman Jas. J. Coleman has the sympathy of the Milwaukee family in the loss of his mother who died Dec. 25th.

Engineer George E. Hall died Dec. 21st, after a short illness at the age of 55 years. He was employed as Fireman in Sept. 1903, and promoted to engineer in Nov. 1907. He was always a faithful employe and a real gentleman. To his wife and son the Milwaukee family extend their sympathy.

Yardman Max Wichman returned to work Dec. 21st fully recovered and able to talk with both hands.

Our genial Police Officer Wm. A. Scholl of Chestnut St. yards attended the inaugural ceremonies at Madison, Jan. 1st. He slipped one over on the usher at the capital and got into a seat reserved for the state officers. When State Treasurer Sol Levitan arrived and took a seat next to him, it was hard to tell Levitan from Scholl as they look like brothers.

A card from Dispatcher and Mrs. J. E. Roberts advise of their safe arrival at Long Beach, Calif. It is to be hoped that the warm climate of California will restore both to good health.

Yardman George E. Schmidt died Dec. 21st. He was 51 years of age, and an employe of The Milwaukee Road since August 1906. Previous to this he had been employed by the Soo Line. President Jos. Kelley, Lodge 942, B. of R. T., conducted the funeral services at Independent Mortuary, 1451 North 27th St., Dec. 24th. Cremation at Forest Home.

Operator Joseph E. Anthony died Dec. 30th. He was 52 years of age and had been employed by The Milwaukee Road as fireman and operator since 1895. Funeral Jan. 3rd from St. Rose's church. Interment at Elba, Wis. To his widow the Milwaukee family extend their sympathy.

Machinist Helper Andrew Remm returned to work Dec. 27th. He has fully recovered from his recent illness and is glad to be back working with his old friends.

Machinist Helper Robert (Bob) Fenner has been promoted to assistant to Chief Engine Inspector Wm. J. Masch. A good man for the job.

Yardman Michael Brady has the sympathy of the Milwaukee family in the loss of his daughter, who died Dec. 31st.

Yardman Wm. (Be Alive) Cahill attended the funeral of our late ex-President Calvin Coolidge at Plymouth, Vt., Jan. 7th. We believe that they were related. Cahill never has much to talk about.

Yardman Peter Gilmore has the sympathy of the Milwaukee family in the loss of his father, who died Jan. 4th. He was 89 years of age and a veteran of the Civil War.

Yardman Frank Kruser was injured in an auto accident Jan. 3rd. He is getting along nicely.

Dispatcher John Johnson left Jan. 2nd for Hot Springs and Texas. He expects to return to work April 1st.

Iowa (Middle and West) Division Ruby Eckman

GLENN H. NEWPORT, a nephew of Engineer Edward Mullen, was recently decorated by the Belgian government for distinguished service in the development and management of diamond and tin mines in the Belgian Congo in Africa.

Fred Arnold, boilermaker helper at the shops in Perry, who has played the role of Santa Claus for the Milwaukee Women's Club at Perry, got a nice Christmas present himself, as he was married Christmas day to Mrs. Mabel Lavell of Perry. The ceremony took place in Kansas City.

Conductor W. H. Brown is a grandpa now, as a daughter was born to Mr. and Mrs. Jess Kropf on Christmas morning. Mrs. Kropf is Conductor Brown's daughter.

Victor Hansen, who has been one of the district safety inspectors, with headquarters at Perry, was appointed Chief Carpenter at Aberdeen. He left Perry the first of the year to take up his new duties. His family will remain in Perry for a few months.

Mrs. James Edwards, wife of one of the boiler-makers at Perry roundhouse, died at the family home in Perry Dec. 17th following a long illness.

Friends on the Iowa Division and Kansas City Division will learn with regret of the death of James Cherwinker, age 71, who died at the family home at Haskins, Iowa, Christmas eve. Death followed an illness of a few months and closed a career of a half a century of a railroad man. Mr. Cherwinker worked for twenty years for the Rock Island before coming to the Milwaukee and was section foreman at various places on the Kansas City Division until his retirement a short time ago. He has two sons, Fay and Harley, who are foremen on the Kansas City Division, and a son, James, Jr., who is road master on the West Iowa Division. Funeral services and burial took place at Washington, Iowa.

Gene Osborn, grandson of Engineer Fred Osborn, was the winner of a doll contest conducted recently by a pharmacy at Mt. Vernon, Iowa, where his father is attending Cornell College.

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Chester Evitts, first trick caller, was off duty in January for an operation for the removal of his tonsils.

Des Moines Division Conductor McGrath spent some time in December and January in Florida, Conductor Elliott on his run.

Iowa Division, Second District

H. H. Jacobs

THE "flu" seems to have visited almost everyone recently and we are told to be very careful about getting out of doors after we think we have recovered and thus avoid a serious relapse.

Herman M. Killiam, conductor and freight brakeman, passed away in Des Moines Tuesday, Jan. 3rd, after a very short illness. Burial was at St. Charles, Iowa.

The Milwaukee Road has handled two special theatrical trains into and out of Des Moines recently. The "Of Thee I Sing" company and "Earl Carroll's Vanities" each moved in a nice long train to and from Des Moines via our line. Everyone seemed very pleased with the handling.

Let's urge our legislators to do something to help the railroads. The Milwaukee Magazine and "Flashes" contain some excellent topics and specific data which our Senators and Representatives, both State and National, should know that we are concerned about. Let's write them a letter requesting their support.

D. A. Meyers, agent at Jolley, has been quite ill. P. L. Calhoun has been relieving him.

Mr. and Mrs. C. W. Rink spent Christmas with their son Frederick and wife in Topeka, Kansas.

Agent A. C. Jacobs and family from Nemaha, spent Christmas in Des Moines. R. R. Jacobs, agent, Dunning, Ill., likewise visited in Des Moines Christmas day.

Bus schedules were to be revised between Des Moines and Boone, effective Jan. 16th. The schedule provides a departure from Des Moines at 5:30 A. M., except Sunday, going to Boone via Grimes, Granger and Madrid and connecting with train No. 3 at Madrid on the return trip, with return trip via Granger and Grimes, arriving Des Moines 9:55 A. M. The Sunday trip leaves Des Moines 7:00 A. M., and connects with No. 3 at Madrid and arrives Des Moines 9:15 A. M.

H. & D. East

"JD"

A CROWD of approximately 2,000 children from Montevideo and the surrounding community gathered at the Milwaukee depot one day before Christmas to meet that generous old saint "FHN" upon his arrival into Montevideo. The train crew took charge of the Santa Claus special at Winnipeg and it arrived at six P. M. The

crew in charge were: Al Johnson, conductor; R. A. Holzer and J. R. Fay, brakemen; George Nicolai, engineman, and Wm. Baseman, fireman. Joe Adamson, C. E. Standahl and Reuben Nelson were in charge of the decorations. An airplane propeller was lighted in front of the engine. The engine was brilliantly lighted with fuses, as was the Santa Claus special coach and on the platform stood old Saint Nick in person. Santa Claus together with Captain McIntee and Lt. Plum of the Minnesota State Highway Patrol, began his march from the Milwaukee depot up Main Street with the kids flocked around him, and following the parade up the street. There were several bands, as well as the local National Guard, girl scout troops sang Christmas songs, Demolay Dutch band played several numbers.

We hear that Stub Holzer has another boy at their house, born December 10th. Stub's been trying to get him on the trainmen's seniority list but same is a bit crowded right now.

Mr. and Mrs. Jake Hammer of Milbank spent a few days during the holidays visiting with friends at Montevideo.

Jary Cinclair of Fargo-line fame, took an extended vacation during Christmas and New Year, Pat Welsh acting as pinch hitter for Jarv.

William Westfall has been sort of under the weather for a week or ten days. Hope you'll snap out of it before this magazine reaches you, Bill.

Clinton Goosebeck, the H. & D. Potato King, has declared that he will plant twice as many spuds this spring as he did last year.

Engineer has tooth knocked out and jaw fractured. Roy Wisner, while taking water on the 9700 last month at Millbank had his foot slip off the lever and the lever flew up and struck him on the jaw. We're taking Roy's word for the lever doing the trick. What's the low-down on this, Roy?

Oscar J. Zimmerman, for many years night operator at Glencoe, recently bumped in on third trick at Bird Island, displacing Harry P. Jarvis, who will buck the extra board until such a time as he can bid in something permanent.

Baggageman Harry Cadwell fell and injured his wrist while on his way to work in Minneapolis shortly before the Christmas rush and lost a couple of trips.

Archie Makinster of Ortonville bumped his way into Loomis, South Dakota, displacing Louie Larson, who is bucking the extra board with the rest of us.

Jack Lally of the Farmington wayfreight-milk train, took it easy during the latter part of December, being relieved by Conductor Searles.

Willard J. Beck of Danube, has been granted a 90-day leave of absence and he and family are enjoying the sunshine of California. George Martinson of Renville is taking Beck's place at Danube.

Splinters from the Wooden Shoe

Browning

AFTER a few months of absence, we are going to try and get back in the good book. In order to do this we are going to have to have a few scouts along the line come to the rescue. We all know that things are pretty quiet but that shouldn't stop some of the news.

Due to many changes along the line, Operator Peter Maierle from De Pere has gone to Appleton to work. Pete use to be the side wire man in the Dispatcher's office, and when that was taken off he went to De Pere but continued to live at Green Bay. Everyone around Green Bay is going to miss Pete and his wife, but Appleton isn't so far and we will no doubt see them often.

Also on account of reduction in business, the operator at Oconto, M. D. O'Herrin, is being taken off. Mr. O'Herrin has been operator at Oconto for about 20 years and we know that he is going to be missed around Oconto. He is going to go to Random Lake.

Roadmaster A. F. Carlson has been seriously ill with the "flu" and is now confined to the hospital with a bad case of tonsillitis and infection in the face. We all hope for his speedy recovery, and which no doubt will be soon.

Conductor Frank O'Malley is confined to the hospital account injuries received at Lena on December 31. Frank ran into a little bad luck with a jack handle and fell off the approach of the bridge. He had a slight fracture of the skull, which I understand is now about healed, also a broken wrist and cracked knee cap. He is getting along fine and expects to be up as soon as the cast is put on the knee.

Sympathy is extended to the family of John Crooks on the death of his wife.

Superintendent Buechler has now spent three months on the Superior Division and he says he is very much pleased with the Division. He likes the territory and the people.

Sympathy is extended to the family of Engineer George Bruckner, who passed away at a local hospital January 13. Everyone is going to mourn the passing of George as he was a mighty fine fellow and liked by everyone.

Former Superintendent and now Manager of Safety Department, Mr. E. A. Meyer, was at Green Bay January 12. It seemed good to see Mr. Meyer again and hope the next time he calls it will not be for holding an investigation but a social call.

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

Nora B. Decco

ENGR. McKENNA is shaking a bottle of big gold nuggets around and he won't tell anyone where he got them. I tried to get him to give them to me, but he wouldn't do it. I found out later on the reason he wouldn't was they were worth about one hundred and fifty dollars, so I didn't blame him so much then.

Former Roundhouse Foreman Hawksworth and wife have gone to Chicago for a few weeks' visit, to get away partly from that awful climate they have over at Bozeman in the winter time. We are not saying much about it, however, right now, as we have some of the same kind right here.

The new roundhouse foreman who is taking Mr. Hawksworth's place at Bozeman is Mr. Stewart, and we wish him the best of success in his new place, also wishing Mr. Hawksworth best of all kinds of luck wherever he decides to work.

Engr. McCormick, from the Northern Montana, was home to visit the folks in Deer Lodge over the week, and tells us he spent the Christmas holidays with his friends and relatives in Wis-

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consin, enjoying every minute of his visit there.

Engrs. Davis and wife and Mahine and wife spent the same holidays visiting all around everywhere and all report a fine time, with so much to eat they forgot all about the depression while it lasted, at least.

The Butte helper has been pulled off for the time being and Engr. Mayo is now in the west end ring. Engr. Davies, who has been on the Butte switch engine for some time, has gone to the Northern Montana to work, and Fireman Driscoll is also now in the west ring.

Fireman Wegner, who has been working around Great Falls for the past year, came down and made a few trips on the extra board here, displaced by Fireman Wade, who has also been working on the Northern Montana division for some weeks. Fireman Gosnell has been assigned to the Harlowton hostler job and Fireman Marel is now working on the Gallatin Valley local out of here.

Fireman Fink has been on the sick list the past two weeks and is getting much better fast; in fact, his wife says if he doesn't get a sudden change of disposition pretty soon she will move over to Deer Lodge, which is a good sign he is almost well, if you ask me.

We had our usual Women's Club Christmas tree in the little park west of the station this year, but we almost did not have it. The tree arrived and was a beautiful tree, thanks to Roadmaster Mattheisen and Nick Lihes and his gang and Timekeeper Coppock and Section Foreman Jensen and their gang; and then . . . well, where were the wires and the rest of the trimmings, lights, etc. . . . well, right exactly where Jim Beaton put them, of course, but where did he put them. . . . And could we find Jim? . . . Yes, we did, under fifteen feet of snow out in the Cascades, and the only way they knew it was Jim was the terrible stream of language rising out of where they last saw him. . . . But he said the Christmas tree decorations were where he said they were, and they were, and thanks to Clarence Martin and his son, who worked till dark on Christmas eve, the tree was lighted in plenty of time and shone in all its splendor during Christmas week. We owe these men folks a vote of thanks, if not something more, for all their work and kindness to us each year, because if it wasn't for them we most likely would not have this beautiful tree for everyone who passes on the trains and otherwise to admire.

We regret very much to write of the illness and death of Mrs. Daisy Wikoff of Alberton, Montana, about Christmas. Mrs. Wikoff was the mother of Mrs. Ted Burow of this place and was very well known here, having visited her daughter here a number of times. She leaves, besides Mrs. Burow, three other daughters and a son, and the division offers this family their most sincere sympathy in their loss.

You have to say "Your Honor" now when you speak to Fireman August Kunze. He is acting mayor at present of the city of Three Forks.

Engr. Douglass and wife of the Northern Montana division passed through here en route to California, where they spent the Christmas holidays with their daughter there.

Union Street's Chatter

By the Senator

HELLO, Everybody!

In renewing, after an absence of several months, Union Street's contribution to "The Milwaukee Magazine Steel Trail Column," the hope is expressed by the correspondent that he will receive the same co-operation and friendly reception of all employees, as in the past. Your comments and contributions are solicited.

Charles (Chuckem) Woldt, our genial yard foreman, was seen acting very strange Christmas Day. It is reported that someone presented Charles with a cute little pencil box, complete with everything any child could use, such as color crayons, small penny bank, pencils, pen and eraser. Charles refused to be

quoted, but it is a well known fact that Chuck has been going in for a higher education for some time. "Was you der, Charley?"

Reports from our Foreign Correspondent indicate that John Latkowski and Bruno Lapinski (Union Street's Twins) spent New Year's Eve at Cicero, Ill. The boys don't seem to have any fun at home as every weekend finds them out of town. Bruno and Johnny were under the guidance of Barney Zienty, Cicero's Ambassador to Chicago, who also returned to his native land for the holiday period.

Union Street's Bachelor ranks received another jolt Christmas Day, when it was announced that L. Potter and Dorothy Dulin had exchanged rings—not telephone rings, either—This, by the way, folks, is Union Street's own little romance. Leonard was first attracted to Miss Dulin when the young lady, acting as relief switchboard operator, enchanted him with her musical voice. Well, everyone joins me, I am sure, in saying "Good Luck" and hoping that we are all there when the cake passes around.

Our holiday period was saddened by the passing of Mr. George Lemire's wife. In behalf of all the employees, I wish to extend our sincere sympathy.

Mr. Adolph Monterde, well known authority on car service, man about town and leader on Madison Street social register, spent the Christmas holiday at his home town, St. Louis, Mo. Mr. Monterde, while there, was the guest of his many friends, including the State's Attorney, Chief of Police and the Jail Warden. He also appeared before the Complaint Committee of "The Hot Stove League" to voice his criticisms and sorrow over the outcome of the last "World Series." Adolph still believes that the Cubs could have won if Mr. Wrigley had moved his fences out to the lake. This may be true enough, Adolph, but the Cub outfielders are not equipped with wings.

See you later.

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FOR RENT—6 rooms, steam heat, second floor; will redecorate; attractive rental. 2501 Southport Ave.

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—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—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—WATER LILIES. Forty varieties of hardy and tropical Water Lilies. A wide range of colors in red, white, yellow, pink, blue, purple, and all the pastel shades. Some of them have blooms eleven inches across, while others bear tiny jewel-like flowers hardly the size of a dollar. We also have the fascinating night blooming

lilies from far off India and the beautiful yellow African Lotus (Flavencens), the Giant double white Japanese Lotus (Shiro-man), and the magnificent double red Chinese Lotus (N. Pekinensis Rubrum). All kinds of plants for pools and aquariums. All these are raised in our own pools and are hardy and vigorous growers. Special prices on collections. Let us know your wants.

BUEHLER WATER GARDENS
318 So. Virginia Ave., Mason City, Iowa.

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—One set of International Correspondence School books and air models and charts on locomotive running and engineering. The set of books consists of 6 volumes and also one volume of Locomotive Cyclopedia, 1922 edition. All for \$35.00. W. D. Bellesfield, Rock Valley, Iowa.

FOR SALE—A beautiful registered Morgan colt, 7 months old. Carries blood of some of the best Morgans in history. Beautiful pure white shepherd police pups for Christmas delivery. Eligible for registry, priced \$10, \$15, \$25 c. o. d. Write for pictures and more information of these wonderful and beautiful dogs. Persian kittens, all colors, full blooded and part Persians. Prices ranging from \$3 to \$10. All real beauties. Silver foxes; breeding stock and furs. Quality—not quantity—and satisfaction guaranteed. Box 384, McGregor, Iowa.

WILL SELL OR TRADE for gun, accordion, typewriter or cheap land: Collection of 300 magazines, including Top Notch, Western Story, Argosy, etc.; collection of Agates; gent's ring set, large size, worth \$12.00; 1-ton Ford truck, model T 25; combination four-burner wood, coal and kerosene range, like new, good baker, stove originally cost \$79.00; Crossley Band Box radio. Address H. M. Lueder, Box 25, Mahto, So. Dak.

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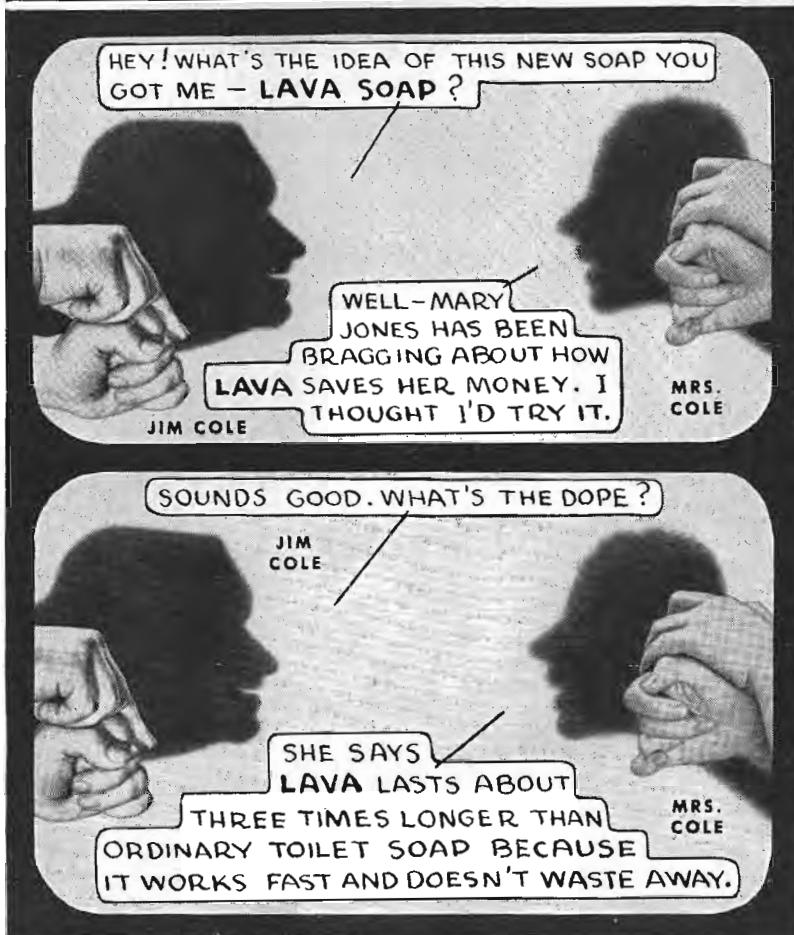
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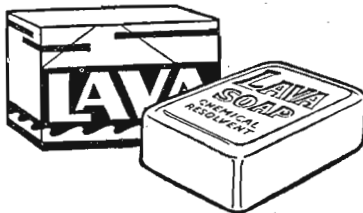
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