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The MILWAUKEE MAGAZINE

CHICAGO
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ST. PAUL
AND PACIFIC

MAY, 1933

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Old Fort Dearborn--Century of Progress Exposition

Why rope 'em when
you can dope 'em?



NO WONDER that cow was cowed! Brother, there isn't a steer in Texas that could stand up under the fumes of that smudgy smoke!

But that's the only good argument we ever heard for strong, heavy tobacco in a soggy pipe. Every man in the cow punching game—and out of it—should smoke good, mild tobacco in a well-kept pipe. Take Sir Walter Raleigh's Burley mixture, for example. There's a smoke that's as mild as a prairie evening, but there's flavor in it... rich... full-bodied... satisfying... and kept fresh in gold foil. On your next trip to your tobacco store make this resolution... "Smoke the tobacco that has become a national favorite."

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The Webster Lumber Company

2522 Como Avenue, West
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Old Fort Dearborn

Replica of The Ancient Military Post at Century of Progress Exposition

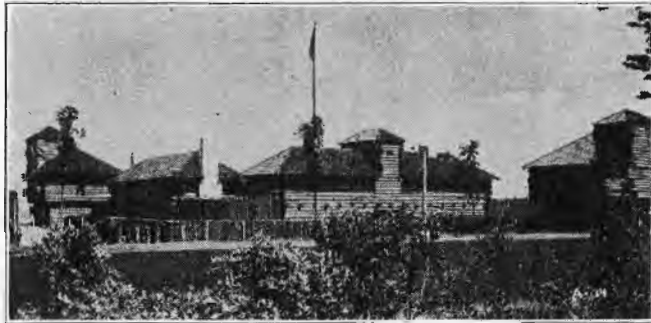
DOWN toward the south end of Century of Progress Exposition grounds is the group of log-hewn buildings surrounded by a stockade which more than any other exhibit of the big show that celebrates the hundredth anniversary of Chicago's birth, represents the real beginnings of what is now proud to call itself the second largest city in the United States and the fourth largest of the civilized world. Old Fort Dearborn is Chicago's most historic memory going back to a day when a few scattered huts and cabins on the north bank of the Chicago River and the little military post with its block houses, stockade and garrison buildings on the south bank were all the material evidence there was of the beginnings of a great city.

Back in the days of the fur trade, of the picturesque hunters and trappers, and of the French missionaries the region around what was known in those times, as the Chicago Portage became something of a trading center with the Indians, the few white men who settled there, marrying squaws and living much as did the aborigines themselves. This way came Joliet on his quest of the Mississippi, and with him the saintly Jesuit Father Marquette; and the legends run that the great missionary spent a winter in this locality.

After the Louisiana Purchase the United States Government found it expedient to establish more military protection for its newly acquired territory so one August day of 1803 a little troop of American soldiers appeared on the sandy shores of Lake Michigan at the mouth of the Chicago River for the purpose of building a fort at the river mouth, to be named in honor of the Secretary of War, General Henry Dearborn. Four cabins occupied by traders stood by the river and the trader occupants welcomed the soldiers with much courtesy. Soon another detachment arrived under the command of Captain James Whistler, grandfather of the American artist and poet, James Abbott McNeill Whistler. The fort was erected that summer and for several years the post and its garrison lived a quiet life, then the wind that blew down from the north and west brought rumors of Indian warfare, the great Chief Tecumseh was on the warpath and Fort Dearborn became a center of military activities against Tecumseh and his bands of warriors. Only the arrival of General Henry Harrison with an army and the battle of Tippecanoe saved Fort Dearborn, for Tecumseh had planned to destroy it as soon as he had vanquished the foe in Indiana.

Then came the war of 1812 and the

defection of the Indian tribes to Great Britain. The United States Government ordered the withdrawal of the garrison at Fort Dearborn to Fort Wayne at Detroit, and the commandant made a bargain with the Pottawattomie chiefs to give them all the liquor and supplies at the post in exchange for safe passage to Fort Wayne. But Tecumseh was still plotting and before



Exterior View of "Old Fort Dearborn"

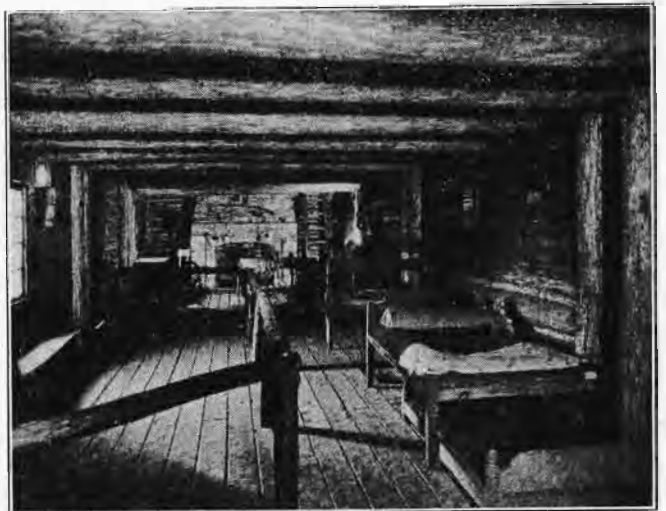
the garrison could get started his runners arrived outside of Fort Dearborn with news of his plans; Captain Heald, the commandant, destroyed his extra arms, and contrary to his agreement with the braves, poured the whiskey into the river; and Indian scouts lying in the tall grass seeing their promised firewater soon spread the news among the tribesmen. At nine in the morning of August 15th, 1812, the garrison marched out, led by the Indian scout, William Wells, who, with some friendly Indians was to escort the cavalcade to Fort Wayne. With the departing soldiers were the white settlers among them John Kinzie and his family. A half mile from the Fort, Indians in ambush, burst forth, shots rang out. Wells was soon dead and quickly the massacre spread. Twenty-six soldiers, Captain Wells, and many women and children were dead and many of the fifty-five odd survivors wounded. The Kinzies were spared because the family had always been favorites of the Indian tribes of that locality.

Next day the fort was plundered and burned, the prisoners distributed and the Pottawattomies left the mangled

corpses lying on the lake front. History records that their bones were still lying there, the two brass cannon were on the river bank, the empty houses gaping, even the following winter.

In 1816 John Kinzie came back and that year Fort Dearborn was rebuilt and occupied; and it is said that soldiers guarding the building operations, collected, coffined and buried what of the remains there were left; and as late as 1832, John Wentworth of local fame, said that among his earliest recollections "was seeing projections of coffins from the steep banks of the lake shore south of the fort above Lake Street."

Inside the stockade of the Fort Dearborn replica at the Exposition the flag that flies from the tall staff on the parade grounds bears fifteen stars and stripes of the year 1812. The guides who direct visitors are dressed in the red and blue uniforms of that time. An ancient well and oaken bucket, a grist mill and an ox-yoke, the powder magazine the barracks and the curios



An Interior, "Old Fort Dearborn"

which abound everywhere within the enclosure tell the story of the little Fort and those brave days of old.

As it stands this is an exact reproduction of the original fort built at the mouth of the Chicago River in 1803. Plans and specifications made by Captain Whistler were obtained from the War Department by the Chicago Historical Society and turned over to the Exposition.

In a corner of the enclosure is an open fireplace over which hangs a huge iron pot; in the rooms are rocking chairs, hand-hewn benches and spinning wheels. Open fireplaces with andirons, long-handled frying pans, spits for roasting fowls and huge kettles, are reminders of those bygone days. Beds more than a century old,

with warming pans; trundle beds, flint-lock rifles, ancient lanterns, iron candle holders, and a wooden meat grinder are also on exhibit.

Two brass cannon brought to the original fort in 1804 and two others made in Paris in 1793 frown out of the port holes of the block houses. These have been loaned by the United States Military Academy at West Point.

A reproduction of the post store is made realistic with jerked beef, calico cloth, corn meal, skins and knives of that early day and many other curios are shown in the rooms.

One of the most interesting of the exhibits is the reproduction of historic documents dealing with the early history of Chicago and Fort Dearborn. A facsimile of a treaty between the United States and the Fox and Sac tribes in 1832 by which the United States purchased the land of Northern Illinois for three cents an acre hangs on one of the walls.

Among the collection of Americana are the quarterly returns made by Captain Heald, commandant of the fort at

the time of the Dearborn Massacre in 1812. One of these records the casualties of that tragic day, telling how many were killed in action, how many wounded, missing and captured. There is also the letter in facsimile from General Hull to Captain Heald ordering the evacuation of Fort Dearborn, an action resulting in the massacre. A short diary of Captain Heald is also there describing some of the events connected with the massacre and a copy of his parole after capture.

It is a bit of an epochal past of Chicago and a part of the great Exposition that no one will want to miss seeing.

Milwaukee Road employes will find the Fort Dearborn feature an interesting "talking point" for prospective patrons the coming summer, who are anxious to glean all the knowledge possible about the great Exposition celebrating its Century of Progress which Chicago is going to throw open to the world on June 1st. The "show" will be complete and the grand opening will occur on schedule. June 1st is the day.

The Pilot of the Car Barge Tug Milwaukee

By N. A. Meyer

PAST his 73rd year and still going strong is the record of Peter Shibles, Veteran Captain and Pilot of Tug Milwaukee, which operates a fleet of four freight car barges on Puget Sound out of Seattle, Wash.

When the Milwaukee Railroad extended its Western terminus to Puget Sound it found itself cut off from two important lumber producing territories—Bellingham and the Olympic Peninsula, the latter being one of the few remaining large stands of virgin timber.

Extension of a rail connection to these two points involved either very expensive construction or a round about route, and this condition gave birth to the idea of adding a Marine transportation system as a rail auxiliary. The venture while not considered feasible by many of the pioneer sea faring experts at that time has justified the expenditures for the floating equipment and barge landings, and with its own rail lines beyond, it permitted the Milwaukee contacting 70 miles into the interior in both Bellingham and Olympic areas.

Landings constructed at Bellingham, Seattle, and Port Townsend are unique in that, generally speaking, very little interruption of service takes place so far as extreme tide conditions are concerned which vary from a five foot low to fifteen foot high tide. Their construction with float landing aprons which raise and lower with the tide permits of switch engines at either points loading or unloading the freight cars direct from car barges, the latter accommodating from twelve to twenty-one cars each. In fact the twenty-one



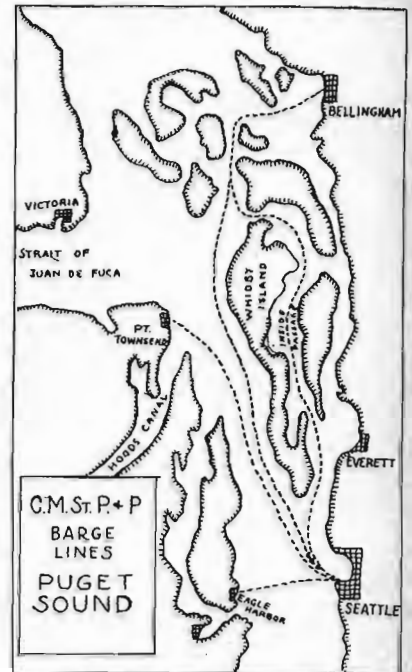
Captain Shibles

steel car barge operating to Port Townsend is the largest car barge operating in the Northwest.

The barge activities at this time are confined to the Bellingham service involving a round trip of 188 land miles—to Port Townsend, a round trip of 90 miles, and to Eagle Harbor, a round trip of 16 miles. Service to Bremerton U. S. Navy Yard, a round trip of 18 miles while being accomplished with a Milwaukee barge is nevertheless being operated by the Puget Sound Navigation Company. In addition barges holding two cars each are being operated out Raymond, Wash., to connect up with industries at South Bend, a distance of 5 miles.

During normal years the movement to Bellingham approximated 3500 cars while the Olympic Peninsula has reached 2500 cars per year. The Eagle Harbor service contacts principally the creosoting plant which supplies the majority of ties used on the Lines West and during normal years does a substantial commercial treating business.

Any one not familiar with channel and weather conditions on Puget Sound



can hardly appreciate the difficulties under which this operation is maintained and much of the credit is due to Captain Shibles and his crew of able seamen.

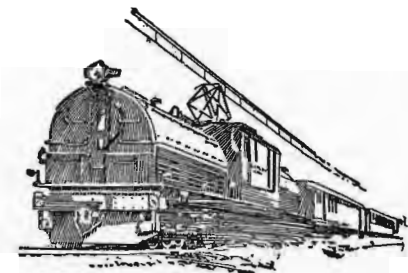
To better illustrate the various phases in a Marine rail transportation system the map shown of route covered as well as copy of a daily log entry is necessary. After reviewing the chartered route weaving in and out among many Islands and narrow passages, particularly through Deception Pass (an extremely narrow and often times hazardous journey) under adverse weather conditions reflects the part that these seamen play in keeping the Milwaukee Road's freight business moving. They fully realize the competition with an all rail line and this thought spurs them on and justifies the marine rail venture as well as continuing their employment.

While the course is maintained by Government charted locations with the aid of compass, frequent winter fogs necessitate locations being maintained by echo observations from points not listed on any Government map.

The sill of the Captain's window in the Pilot house discloses some very peculiar shapes where the paint has been removed through constant wear by the Captain's elbows resting always in the same position with the window wide open regardless of wind, rain or driving sea, in which position the Captain can only obtain the echo from the ship's whistle as it resounds from the main land and is distinctive as between various land marks which govern the course. However, when a periodical snow storm overtakes them it has the effect of a ground wire in that the echo is considerably deadened requiring ex-

(Continued on Page 6)

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



Our Duty

Agriculture and the Railroads are industries of magnitude and importance in the United States. Each, to a large extent, is dependent on the other for existence and their interests are inseparable.

The history of those who in the past century developed the rich agricultural areas bespeaks the courage of these fearless pioneers.

The nation cannot hope to develop, or even exist, without adequate transportation facilities, the foundation of which must be the railroads. It behooves us then to cooperate to the end that the railroads shall have just consideration in the present era, that they may plan for the future.

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

Vice-President

(Contributed by L. Wylie, Assistant Electrical Engineer,
Seattle, Washington)



The Pilot of the Car Barge Milwaukee

(Continued from Page 4)

Extreme caution in navigating the treacherous channels.

Several methods are used in the hauling of car barges. On the Bellingham route one or two barges in tandem are connected to tug with the steel cable tow line approximately 800 ft. in length. On short trips across the Sound one or two barges may be lashed to the side of the tug. In either case, however, it requires the same precautions of securing the freight cars on the barge, which in addition to having car wheels protected with skates locked to the rail also necessitates elimination of side motion of car by placing four jacks under side sills on each corner of car.

While Captain Shibles has been fortunate in always bringing his cargo of freight cars into Port without personal injuries, yet a number of mishaps have taken place over a course of many year's operations. The principal one involved during a severe gale the breaking of tow line between the first and second barge, the latter breaking away and drifting to Point Partridge where it beached itself on the rocks, splitting open the bottom of the hull. Even here the resourcefulness of the Puget Sound's seamen was demonstrated by the building of a temporary false bottom out of canvas pumping water out of hold, floating in high tide, and then towing it to Seattle without the loss of a car or damage to freight.

The most serious incident in the operation took place in October, 1927, when a locally chartered tug handling over-flow business was used in the movement to Bellingham. Around 6:00 P. M. in a dense fog a French Liner enroute to Vancouver from Seattle mistook their location from the whistle echo signals and without warning changed about their course, striking the tug amidship, cutting it in two. Only through heroic seamanship was it possible to save the crew from drowning but left, however, the two portions of the tug anchored onto the ends of the tow line which were still fastened on the barge, but through the alertness of the crew on the car barge in cutting the steel cables permitted the releasing of the remains of the tug where it still reclines in Davy Jones' locker but not until the trucks of the three forward cars on parallel tracks on the barge had been knocked over the edge of the barge.

While adverse weather conditions are the principal obstacles in the operation

yet a rather unusual occurrence took place in broad day light near Port Townsend several years ago. One of the large Ocean liners enroute to Seattle from San Francisco was approaching Tug Milwaukee hauling the twenty-one car barge in tow and apparently overlooked the fact that it was being towed, and without any warning proceeded to pass through between the tug and the barge. Again in this case Captain Shibles being on the alert ordered speed reduced permitting sufficient slack in the tow line and allowed the Ocean liner to cross without getting it's rudder tangled in the line. In this connection it should be remembered that with the barge approximately 800 ft. away from the tug it necessitates the maintaining of a crew

on each barge, who maintain quarters in a specially constructed house on the barge which accommodates from two to four men, depending on the service in which operated. It requires twelve men to man the 1000 horse power Tug Milwaukee and this unit together with Captain Shibles comprises the entire personnel of the Milwaukee Marine System.

Captain Shibles' log book has in it many items rich in material for stories of sea life, and in case of any accidents involving insurance it is generally found that notations made by the Captain at the time are accepted as the official record covering the details of accidents; as an example, in the report of a survey made by the Board of Marine Underwriters of San Francisco appears in their records the following quoted verbatim from Captain Shibles log book:

"On arrival at Bellingham, 11:15 A.M. December 22nd, making a landing with Barge No. 8 on a short hawser, a S.E. gale struck barge, completely taking charge of her and carrying her to the Bloedel & Donovan Mill Dock, striking her starboard corner forward, doing considerable damage to barge, also took top off two piles, tore three planks loose on dock, and displaced several ties on cargo track. Trying to save mill dock, barge, and "Tug" it was necessary for me to use all power available to try and check her speed before striking mill dock, causing her to swerve towards crib work approach to ferry slip, going through about four bents, thereby averting a bad wreck to "Tug" Milwaukee and ferry slip.

The squall that struck us at that time was estimated around 60 miles."

Another cryptic memorandum in the log book is reflected in the entry of December 24th, 1932—

"A H—of a Christmas Eve. Blowing west gale and a rough sea. Got almost to Smith Island—had to turn back."



The "Milwaukee" and Barge at Water Terminal, Seattle.

Pilot House Log—Tug "Milwaukee."

December 22nd:	
12:56 A. M.	Left Seattle; barge No. 8 in tow.
1:00 A. M.	Full Speed; short hawser.
1:03 A. M.	Spar Buoy. WXN. Low water 3:50 A. M., 4.08 ft.
1:25 A. M.	Full Speed; long hawser. WXN
1:37 A. M.	4 Mile. NWXW. Fresh S. E. wind.
1:51 A. M.	West Point. NWXN½N. High water 10:40 A. M., 9.07 ft.
2:38 A. M.	Jefferson Head. NWXN.
3:04 A. M.	Appletree Point. NW½N.
3:31 A. M.	Pilot Point. NW.
3:51 A. M.	Point No Point. WNW. Strong S. E. wind.
4:14 A. M.	Double Bluff. NWXW. Barometer 29/50.
4:41 A. M.	Bush Point. NW¼W.
5:23 A. M.	Marrowstone. NWXW.
5:49 A. M.	Point Wilson. NWXW. S. E. gale.
6:27 A. M.	Point Partridge. NXW. S. E. gale.
7:07 A. M.	Smith's Isle. NXW. S. E. gale.
8:33 A. M.	Burrows' Isle. N½E. S. E. gale.
8:43 A. M.	Green Point. NXE½E. S. E. gale.
9:04 A. M.	S. E. Cypress. NXW. Barometer 29/40. S. E. gale and rain.
9:13 A. M.	Limestone Point. NWXN½N. S. E. gale and rain.
9:22 A. M.	Clark's Point. NNE. S. E. gale and rain.
9:40 A. M.	Vandovi. NE. S. E. gale and rain.
10:00 A. M.	Eliza Blinker. N½W. S. E. gale and rain.
11:00 A. M.	Post Blinker. N. S. E. gale and rain.
11:09 A. M.	Slow. Barometer 29/18, blowing heavy. S. E. gale, approx. 55 miles per hour.
11:40 A. M.	Landed barge on tow line—Bellingham.

A Fifty-Year Man

NO one, to look at Walter A. Johnson, agent of this company at Rockford, would dream for a moment that he was old enough to celebrate a golden jubilee of service with this company. But such, nevertheless, is the fact that on the 6th of April last, Mr. Johnson completed fifty years of continuous service, most of that time in station work. He has been agent at Rockford since 1919, and previously occupied a similar position at Janesville, Wisconsin.

William Swanson

WILLIAM SWANSON, veteran I. & D. Division engineer, died at his home in Mason City last month. He had been critically ill since the middle of February.

Mr. Swanson was a native of Sweden and started work with this company in 1882 and has been in engine service since 1888. He is survived by his widow, two sons and one daughter. Also one sister and one brother, to whom the sincere sympathy of his friends of The Milwaukee Road is extended.

Yellowstone Park

Playground of Delightful Surprises

Mrs. J. S. Adsit

WHILE a school girl, I had the opportunity to hear General Custer's widow give a lecture on their experiences in the fascinating land of mystery and romance, in the Dakotas and Wyoming, during the Indian warfare days of pioneer life. Mrs. Custer's recital so intrigued my curiosity that I read all I could concerning that western locality, altho the Indians had long been conquered.

Fort Yellowstone, one of the Indian forts, was situated within what is now the boundaries of Yellowstone Park. Many a fascinating tale of James Bridger, the celebrated scout, linger about the old stone buildings which still stand as sentinels, altho now, used in peaceful service.

I was so imbued with the reading of the wonders and glories of the Park that I longed to visit it, and it was my happy privilege to do so, years later, in 1921.

I was very fearful I would be disillusioned; therefore great was my surprise and delight to find I had not even the faintest conception of its grandeur nor do I think it possible for pen or canvas, to even touch the border of its magnificence.

It is truly a land of magic surprises and nature dazzles you with all her multitude of various moods, as Yellowstone Park exhibits some of her rarest natural phenomena; for instance, there are only three places in the world, New Zealand, Iceland and Yellowstone, where you can see hot geysers. Those in Yellowstone are considered the most wonderful of all; there are over 3000, which includes every variety.

It is a most alluring and restful playground for those who want to combine fishing, swimming, hot mineral baths, horseback riding and tramping with nature study.

The Government has arranged housing facilities to fit any pocketbook. There are four large splendidly equipped hotels in the Park, so located as to be the daily end of the famous coach journeys. For those who want more seclusion, at less expense, there are individual cabins, surrounding central lodges; while for those who prefer their own auto and equipment, there are attractive camp sites, near these hotel centers.

The Park would be an ideal place for convalescents, where they could recuperate in the warm days, enjoy very cool nights amid inspiring scenery, watch the caravan of travelers all of which would help to woo them back to health, and could be had under experienced supervision, as the Park maintains a complete hospital, with corps of doctors, surgeons, nurses and ambulances.

Those who enter the Park by Gallatin Gateway via the Milwaukee Road (after a delightful rest in the railway's new beautiful Spanish Inn), are whisked



Gateway and West Gallatin Canyon

away in buses for a drive of 78 miles of superb scenery to West Yellowstone; through mountain canyons, past towering cliffs, glimpsing snow-capped peaks, crossing Gallatin River and through splendid parks of dense forests, which are tantalizing suggestions of the great things in store for them.

I will try to record my impressions of only a few of the high points in the Park, as my pen is inadequate to picture its amazing grandeur.

Of the thousands of geysers, Old Faithful of course is the chief. With a short warning, it spouts forth its huge fountain stream about 150 feet in the air every 65 minutes, day and night. Then gradually descends, while the wind wafts its spray like the folds of a delicate bridal veil in rainbow colors. It is attractive day or night, as electric lights from the nearby Old Faithful Inn, play upon it at night. This Inn altho one of first, is one of the most attractive hotels in the Park. Its rough log, rustic structure harmonizes perfectly with its environment.

Nearby, in the three geyser basins are thousands of fountain and cone geysers of every description, some shooting up, others at angles, while others roar and spout. Many leave glistening snowy white deposits, others of many hues, principally of the various shades of yellow, blue, pink and lavender. Around these pools of hot, bubbling water is found also a peculiar plant whose growth is nurtured by the hot water and steam, and acquiring the colors of its surroundings.

In this region of steam exhausts and the roar of gushing hot fountains, are many places named in honor of his Satanic majesty and his realm, which seem most appropriate names, as the air is filled with sulphuric odors.

There are great many different kinds of hot springs in the Park, most of them forming terraces of different kinds of deposit many of varied colors and novel

shapes, built up by eruptions of centuries.

Mammoth Hot Springs is a series of terraces built high in the air, from lime deposits—tier after tier of corrugated lime bowls of varied shapes and sizes. Its white to yellow facades glisten in the sunshine as if studded in diamonds, while the blue of the hot water is so brilliant that it serves as a veil, over all this elegance, yet so clear that any object lying in the bowls is seen very distinctly, as if under a microscope.

There are other smaller hot springs of rainbow scalloped terraces, which are also awe-inspiring spectacles. The extinct hot spring deposits of limestone above ground have left caverns beneath in the now inactive basins, where stalactite and stalagnite glisten in the torch light. Well marked trails wind their way past steaming pools, over crust, where steam escapes to remind one, that an Inferno, such as Dante pictured, is underfoot. In many places these incrustations are beautifully crystallized, as if a magic Jack Frost had created them. Clumps of grass, shrubs, even flowers which have been sprayed by the mineral-charged waters, become exquisitely plated as by frosted silver. There are all sorts of "paint pots" of colored volcanic mud and clay which perpetually bubble up in fantastic shapes and puffs, like soap in a caldron.

The Grand Canyon of the Yellowstone River is a cameo of marvelous colors, gorgeously blended. The canyon capriciously carved by the erosion of the ages, is topped by a wealth of evergreen trees. Every shade of color from deepest orange to faintest lemon, from deep crimson to soft pink, from black to white is displayed in the unusual sculpturing of the abrupt mountain-sides of the river, which swirls and speeds, so far below, its noise is silenced by the distance. There are two waterfalls, twice as high as Niagara and as beautiful as Bridal Veil of Yosemite Valley. There are splendid vantage points from which to view the falls. Down one of these, a long winding flight of steps ends at the edge of a cliff overhanging the canyon. From this place, near twilight, I was awed and silenced by the immensity of the deep dark abyss below, floored by the foaming river, while the wooded peaks and crags towered overhead and appalled me with their death-like silence.

A comfortable walk from there is the elegant new Canyon Hotel, whose hospitable portals lure one to rest within its walls, to dine or listen to music, to a free lecture or to watch the dancers, after a strenuous day.

There are eleven mountains in the Park over 10,000 feet. A highway up Mt. Washburn, only 4000 feet less than Pikes Peak in height, has been built with masterly engineering skill by the Government. By a steep grade its precipitous slopes have been conquered, however there are innumerable rest landings from which to view the Park in ascent. On the summit is rather a

(Continued on Page 10)

THE MILWAUKEE MAGAZINE

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

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Oren Prentice Barry

*Life is mostly froth and bubble,
Two things stand like stone,
Kindness in another's trouble,
Courage in your own.*

—Adam Lindsay Gordon.

ON THE morning of March 29th, Mr. Oren P. Barry, Asst. Comptroller, died of a heart attack while being driven by Mrs. Barry to his office in the Union Station, Chicago.

Mr. Barry, who was forty-nine years old, entered the service of the Milwaukee Road as Junior Clerk in the Accounting Department twenty-five years ago. He rose to the position of Ticket Auditor, Auditor of Expenditure and Asst. Comptroller in charge of the Fullerton Avenue Offices, and on November 15, 1927, was appointed Asst. Comptroller of the company.

He was a man of unusual qualities, possessed of high intellectual qualifications, courage, resourcefulness and good judgment which, with his quiet modesty and personal charm, endeared him to all and made him a leader of men.

His activities were not confined to his duties as Asst. Comptroller but extended beyond the Accounting Department.

With his unusual qualities and resourcefulness he was never at a loss in meeting and overcoming difficulties. This was recognized by the heads of other departments, and his services were in frequent demand by them.

He was active in the Employes' Relief Fund, and for the past two years was Chairman of the Committee handling the Milwaukee Employes' Fuel and Medicine Fund. This work, like his other activities, was performed by Mr. Barry quietly and efficiently.

His loyalty and kindness to others in their troubles and his indomitable courage in his own was an example and inspiration to all of us.

By his untimely death the company has lost an exceedingly capable officer and the employes a real friend. He has left behind him a wide circle of friends who will miss him often in the years to come.

Mr. Barry left a widow and two sons, Oren, Jr., and Donald, to whom the entire Milwaukee Railroad extend their heartfelt sympathy.

In Memory of O. P. Barry

Our tongues are tied, our words too weak

The feelings of our hearts to speak;
We've lost a friend and, Oh, the pain
To know we'll ne'er see him again.

He heard the call and, without fear,
He faced his Maker, answered "Here."
And now, from 'mongst his friends he's gone,
But in their memories still lives on.

There are no words that can convey
The things which we would like to say.
In times of need he'd quickly share
The burdens we found hard to bear.
He ne'er betrayed a sacred trust,
His way was ever true and just.
We'll carry with us to life's end
The memory of a loyal friend.

The family of the late Mr. O. P. Barry wish to express sincere appreciation for the many acts of kindness and floral offerings from their friends of the Milwaukee Railroad.
Mrs. Lillian E. Barry,
Oren and Donald.

M. G. Skacel

ON April 3rd, at Spokane, Wash., occurred the death of Mr. M. G. Skacel, auditor of this company, with headquarters at Seattle. Mr. Skacel's passing was very sudden, having occurred on the street in Spokane, where he had gone on a business visit for the company. He was walking alone when the sudden seizure came and he passed away before he could be gotten to a hospital. He had been in good health up to the time of his death.

Mr. Skacel entered the service of this company in the accounting department in 1907 in the capacity of clerk under Mr. W. M. Harvey, auditor of material accounts. In 1918 he went on the road as installing division accountant and continued in the capacity of traveling accountant until March 1, 1929, when he was appointed auditor at Seattle.

The funeral occurred in Milwaukee on April 7th and was attended by many of his railroad associates from Chicago and other points.

Mr. Skacel is survived by his widow and one daughter to whom the sympathy of the railroad friends is extended.

A. D. Browning

ARTHUR DeVERE BROWNING passed away at St. Joseph's Hospital, Tacoma, December 27, 1932, after an illness of short duration. He was a member of Hillside Lodge, A. F. & A. M., Marmarth, N. D., and Masonic services were held by courtesy of Des-

tiny Lodge, Tacoma, Wash.; cremation Oakwood Cemetery, Tacoma. He first served the Milwaukee Railway in 1915 in the traffic department on the Trans-Missouri Division and later was employed in the car department at Tacoma Shops. Surviving is his wife, Hazel E. Browning, who also was a Milwaukee employe on the Trans-Missouri Division and at Tacoma.

Space For Gardens

VICE PRESIDENT GILLICK has announced that authority will be given and permits issued by the division superintendents for the use of property not needed for railroad purposes as gardens the coming summer. It is desired that everyone be urged to make use of these permits to the end that as much garden produce as possible may be realized, not only for use during the season but for canning purposes.

Club members and all Milwaukee Railroad women who are interested in caring for the unemployed on our road will be doing a fine service if they will assist in this worthy enterprise, and when the canning season opens be ready to give their services for the purpose of storing up a good supply of canned goods at the club headquarters to be distributed later among the needy of the railroad.

This opens a fine field for benevolent work and should interest all of our women. The Milwaukee Railroad Women's Club have engaged in this work in many places for several seasons past and the good they have accomplished as well as the savings to their treasuries has been incalculable. Our Milwaukee Railroad people have never been backward about extending help to their associates in time of trouble, and the garden and canning projects furnish an opportunity in which everyone may take part. As the Women's Club is prepared to furnish seed for vegetables and root crops without cost to the individuals who cannot afford to buy, nothing is expected of our women except the personal effort and interest.

Splendid results are therefore looked for this season from our women.

"Henry," said his haggling wife as he prepared to retire, "is everything shut up for the night?"

"That depends on you," muttered Henry, "everything else is."

Check Both Ways

Now that we've got a tax on checks, let's see if we can't get a check on taxes!

Seventeen Doles from Taxpayers Aid Government Barge Line "Demonstration"

From Illinois Central Clip Sheet, October 1932

The government-owned Inland Waterways Corporation, engaged in "demonstrating the practicability of inland waterways transportation from the standpoint of private enterprise" is aided in its "demonstration" by no fewer than seventeen distinct doles, at the expense of the taxpayers. These doles are summarized as follows:

DOLE NO. 1: Complete exemption from federal, state and local taxation, thus increasing the tax burden of all other property owners. Railroads paid 7 cents in taxes for every dollar of revenue last year. On this basis, the dole to the Inland Waterways Corporation amounts to \$460,000 a year.

DOLE NO. 2: The Corporation is not required to pay a cent of interest upon the \$24,000,000 of public funds which have been invested in its property—funds which otherwise could have been used to reduce the national debt, which bears interest up to 4¼ percent. This is a dole of \$1,020,000 annually.

DOLE NO. 3: The Corporation enjoys the free use of waterways which have cost the taxpayers \$165,000,000 to improve. Tollage to yield 4¼ percent return would amount to \$7,012,000, forty-five percent of which should be borne by the Corporation on the basis of ton-mileage—a dole of \$3,146,000 annually.

DOLE NO. 4: The Corporation contributes nothing whatever to the cost of operating locks and dams and of maintaining these waterways, which amounts to around \$4,000,000 a year. On the basis of ton-mileage the Corporation's share is around \$1,800,000 annually.

DOLE NO. 5: The Corporation paid \$4,511 last year for the use of the Minneapolis barge terminal, built by local taxpayers at a cost of \$690,000. Annual cost of terminal to taxpayers, \$51,750. Annual dole, \$47,239.

DOLE NO. 6: The Corporation paid \$5,040 last year for the use of the St. Paul barge terminal, built by local taxpayers at a cost of \$588,000. Annual cost of terminal to taxpayers \$44,100. Annual dole, \$39,060.

DOLE NO. 7: The Corporation paid \$2,082 last year for the use of the Dubuque barge terminal, built at a cost to the taxpayers of \$371,000. Cost to local taxpayers last year \$27,127. Annual dole, \$25,045.

DOLE NO. 8: The Corporation paid \$1,719 last year for the use of the Rock Island barge terminal, built by local taxpayers at a cost of \$380,000. Annual cost to taxpayers, \$28,500. Annual dole, \$26,781.

DOLE NO. 9: The Corporation paid \$2,510 last year for the use of the Peoria barge terminal, built by local taxpayers at a cost of \$400,000. Cost to taxpayers last year, \$38,900. Annual dole, \$39,390.

DOLE NO. 10: The Corporation paid \$1,061 last year for the use of the

Burlington barge terminal, built by local taxpayers at a cost of \$250,000. Annual cost to taxpayers, \$18,750. Annual dole, \$17,689.

DOLE NO. 11: The Corporation paid \$6,750 last year for the use of the St. Louis barge terminal, built by local taxpayers at a cost of \$650,000. Annual cost to taxpayers, \$48,750. Annual dole, \$42,000.

DOLE NO. 12: The Corporation paid \$72,351 last year for the use of the Memphis barge terminals, built by local taxpayers at a cost of \$1,540,000. Cost of terminals to taxpayers last year \$90,179. Annual dole, \$17,828.

DOLE NO. 13: The Corporation paid \$5,569 last year for the use of the Helena barge terminal, which cost local taxpayers, \$400,000. Annual cost to taxpayers, \$34,683. Annual dole, \$29,114.

DOLE NO. 14: The Corporation paid \$1,000 last year for the use of the city-owned terminal site at Vicksburg. Annual carrying charge borne by taxpayers, \$2,572. Annual dole, \$1,572.

DOLE NO. 15: The Corporation paid \$6,435 last year for the use of the Baton Rouge barge terminal, which cost

the taxpayers \$670,000. Annual cost to taxpayers, \$45,271. Annual dole, \$38,836.

DOLE NO. 16: As a government enterprise, the Corporation enjoys the free use of the United States mails. This exemption on postage represents a dole estimated at \$2,000 a year.

DOLE NO. 17: The Corporation "earned" interest amounting to \$71,340 last year upon money supplied by the federal government without interest and in advance of actual needs.

The seventeen specific doles enumerated above total \$6,820,864 a year. Operating expenses and income debits of the Corporation last year totaled \$6,286,590, bringing the total cost of providing the service up to \$13,107,454. The shippers who used the service paid the Inland Waterways Corporation \$6,222,972 in freight revenues. Other earnings brought total operating revenues up to \$6,585,347. Thus, for every dollar which it actually costs to carry on this "demonstration" the shippers who use the service pay 50 cents and the hat is passed among the taxpayers for the remaining 50 cents.

The actual cost of providing the barge line service amounted to \$8.91 for each ton of freight handled last year. The shippers who used the service paid only \$4.44 per ton. The remaining \$4.47 came from the pockets of the taxpayers.

Who Loses When You "Save Express Charges?"

Who loses when the itinerant truck peddler takes away business from the wholesaler and the railroads? Andrew Aprea, manager, Aprea Fish Company, Savannah, Ga., outlines the answer to this question in a letter to a customer who had withdrawn his trade in order to "save express charges." His communication, which follows in part, appeared in the *Fishing Gazette*:

"When you say you are saving express charges, you are perhaps unmindful of the fact that it is the express charges which go a long way toward making it possible for the railroad to serve your community with dependable transportation. Perhaps you are under the impression that you can get along without the railroads—now that there are trucks and good taxpayers' hard surfaced roads for them to operate over free of taxes.

Public Support Due Railroads

"Of course you know we are not in the railroad business and that, under the law, we can't get any special dispensations from the railroads. But we do feel a sense of public responsibility and let us add, concern, for our own future welfare, for we have looked ahead further than the end of our noses in considering whether or not we should do our bit to keep the rail carriers going and prosperous. We realize full well what is going to happen not only to our town and county and state, but to the entire country, if the railroads do not receive the public support that is due them.

"Have you ever taken time to investigate the extent to which railroad taxation aids your country? Have you ever stopped to ponder the very question of Toombsboro's existence had the railroad not served your forebears in that locality?

"Have you ever stopped to analyze the extent to which a merchant is cutting off his own nose when he decides to 'save express charges' by patronizing itinerant, irresponsible peddlers of questionable merchandise?

"If your county didn't have the railroad treasury to look to for tax support, who, in your opinion, would make up the deficiency in county

income? The fish truck peddlers? Or wouldn't the merchants and other worthy citizens of Toombsboro have to come to the rescue, if they could? Maybe you'd like to have higher taxes in our county?

"Yes, you can buy a hundred pounds of fish, maybe, from the trucker and thus 'save' a dollar or so on express charges. But do you save it—the dollar? Let us consider only the loss of that dollar or two 'in express charges.'

Dollar Covers Wide Area

"Who loses? Well, the express company and the railroad, you answer. Perfectly correct, but don't stop there. What would happen to that dollar if the railroad did get the favor of your next shipment? We're not railroaders, but common sense tells us that that dollar would be divided into about forty or fifty different parts and that least a fraction of it would reach its way back into your county treasury in the form of taxes. Isn't that entirely possible?

"Perhaps one or more of your neighbors who works for the railroad might get part of that dollar in the shape of wages. Perhaps part of the dollar might find its way back into some factory or retail establishment of your county patronized by the railroad. In any event, most of that dollar has to be put to work immediately by the railroad, in your county and mine, to keep that railroad going."

Laura: "Jack is so original, he says things to me that nobody else would dream of saying."

Corra: "What's he been up to now—asking you to marry him?"

Yellowstone Park
(Continued from Page 7)



Old Faithful

large rocky plateau, which was carpeted, here and there, the July day we were there, with blooming wild flowers in a riot of colors, while snow banks showed in the crevices.

A gorgeous panorama of the Park is flung in every direction and the picture still stretches about 50 miles beyond. The descent down the other side of Washburn is more gradual, and affords a stop to view the Tower Falls, and the minaret and rock towers of unique shapes from whence its name. Side trips from this trail may be made to the petrified forests, buffalo range and Roosevelt's camp.

Another glory of the Park, is its beautiful lakes, Yellowstone Lake, one of the highest in the world, is a gem set in the series of mountain peaks, pine clad and snow crowned. Here there is an abundance of fish to entice the angler who stays at Lake Hotel. In the far distance south of the lake are the perpetual snows of the Snake Mts. The eastern shores are quiet, steep peaks of extinct volcanoes; the Snake Face being the most prominent.

A great joy to me was to visit the Park, is seeing the wild animal life in its native habitat. We apparently know they are protected from bullet and snare, and count many of our friends as in the days of Eden. We saw three elk near the highway on mountain side grazing, who stopped and looked at us before they scampered away through the brush. It was amazing to watch how dexterously they manipulated their great antlers in the thick undergrowth. We made friends with a huge brown bear who ambled up to the side of the car to feast from our hands on graham crackers.

A delight too was to see and hear the various song birds, who gave us the most charming rising songs in the morn-

ings. At a distance we watched an eagle with her young in her nest, high on a rugged mountain crag. The white swan on Yellowstone Lake added much to its beauty. It was a strange sight to see pelicans so far from the ocean. A herd of mountain sheep made a most charming picture in a flower bedecked meadow near an exquisite little lake whose surface was covered with aquatic plants.



Yellowstone Falls and Canyon

We stopped by a mountain side of volcanic lava and molten glass to gather specimens of the adamant rocks which glistened like prisms in the sunlight. Nature had endeavored to soften this

upheaval of rocks by cladding every crevice with shrubs, where we gathered the most delicious red raspberries growing in profusion, wherever they had gained root hold.

Many weeks could be spent in the Park in ever-new and delightful recreation, as there are innumerable side trips, each with its attendant surprises.

We attended an inspiring, impromptu Sunday night, religious service, about a camp fire, near the Grand Canyon, which was lead by noted New York clergyman and two New England college professors, before a huge log fire around which, great logs were rolled as seats for the audience.

Nature was hushed in mountain stillness, a wonderful moon-lighted and starry canvass seemed stretched overhead, which made all seem secure from outside care and harm, in God's house of worship. The little band of strangers gathered about were drawn so close in brotherly love, that they lingered long about the embers of the bonfire, in an unusual fellowship.

One ceased to reckon time while in Yellowstone Park and was dazed to return to a world of cities, where King Commerce seemed to reign instead of God's magnificent handicraft. In memory, however, one can retire to Yellowstone, which typifies above all else "Peace," to man and beast, which assures one "God is still in Heaven and all is right with the world."

All-Expense Tour to Century of Progress Exposition

THE American Express Company and the Travel Guild have made arrangements for the operation of all-expense tours in Chicago for visitors at the World's Fair. The tours are for one to seven days' duration, with the all-expense cost in proportion. All agents have been given instructions as to the handling of these tours and full information can be had upon making application to any Passenger Department representative or ticket agent.

The arrangements cover World's Fair admissions, hotels, sightseeing, etc. GAPD. Bock, Omaha; GAPD. Woodward, Kansas City, DF&PA. Warren, Des Moines; DF&PA. Searles, Sioux City, and P&TA. West, Sioux Falls, have arranged for some all-expense tours known as the "FIVE POINT TOURS," which are scheduled to leave the above mentioned points on Fridays of each week. These tours cover a stay in Chicago over the weekend and at the option of the passenger can be extended for a stay of five days. Leaflet, descriptive of these tours, is enclosed.

AGPA. Oslie, St. Paul, has arranged for some tours on the all-expense basis, covering a stay of three days in Chicago for \$18.00, which includes rail fare for the round-trip from the Twin Cities.

The Puget Sound Pioneer Club

THE annual meeting of the Puget Sound Pioneer Club of The Milwaukee Road will be held in Tacoma,

Wash., on June 19th and 20th. This will be a most interesting time for the meeting, as Tacoma Harbor will be full of navy ships, including Old Ironsides.

Dues of the club are now payable to the following vice presidents: H. R. Catehan, Tacoma, Wash.; W. E. Douglas, Lewiston, Mont.; J. G. Kissel, Mobridge, S. D.; P. J. Farley, Miles City, Mont.; John Machedon, Deer Lodge, Mont.; P. J. Cummins, Missoula, Mont.; J. P. Downey, Spokane, Wash., or to J. S. Griffith and J. E. Brady, Tacoma, Wash.

J. E. BRADY, Secretary.

Walter R. Schutt

Walter R. Schutt, veteran employe of the Freight Claim Department, after a lingering illness, passed away on April 6, 1933, and was buried at Elmwood.

Mr. Schutt, after graduating from the University of Illinois, was principal of the district school board of Franklin Park, Ill., until August, 1903, when he entered the service of The Milwaukee Road as adjuster in charge of all claims for loss, damage and delay to live stock. He held the position of Chief Live Stock Adjuster for twenty years.

Mr. Schutt was well known not only by the Operating and Traffic forces, but by all the large live stock shippers over our entire system.

He is survived by his wife and two children, to whom the sincere sympathy of his Milwaukee Road friends is extended.

A Fifty-four Year Veteran

Charles A. Lapham Receives the Congratulations of His Associates on the Anniversary of His Service Date.

MR. CHARLES A. LAPHAM, assistant engineer of this company, with headquarters in Milwaukee, on March 23rd celebrated his fifty-fourth year of continuous service with this company at an informal reception tendered him by members of the Engineering Department in Chicago.



Charles A. Lapham

Mr. Lapham entered the service of the railroad in 1879 as a surveyor, following his graduation from the University of Wisconsin, where he was a classmate of the late Robert M. La Follette, Sr.

A memorial of his fifty-fourth year of faithful and efficient service was presented to Mr. Lapham together with the congratulations and compliments of his superior officers and fellow engineers of this railroad.

Mr. Lapham comes of a family distinguished in the annals of the state of Wisconsin and of the world, being the son of Dr. Increase A. Lapham, adopted son of the state and renowned the world over as scientist, scholar and founder of the United States Weather Forecasting Bureau. For the most of his life, Dr. Lapham made his home in Milwaukee, although of course traveling about the state in the pursuit of his profession as engineer, and his studies into geology, meteorology, natural history, the history of Wisconsin and the many other channels to which his interest and energy led him. He has written many treatises and reports on geological formations of the state and a very complete history of its natural resources.

Dr. Lapham came to Milwaukee in 1836 at the request of Byron Kilbourn, one of the founders of the city, to take a job on a projected Rock River Canal across the state. The canal, however, was never built and so the young Lapham later was found surveying a line for a railroad—the first in the new state, and the first beginnings of The Milwaukee Road. This was in 1849, and Mr. Charles Lapham has very kindly furnished The Magazine with a copy of the report of his father to the promoters of the railroad scheme under date of May 31, 1849. The original of this document is in the State Historical Museum at Madison, Wis.

Mr. Lapham also appends the following:

"With the report is a blue print illustrating the approximate location of the lines under comparison in the report. The route marked 'Line A' on the print began near Reed Street, south of the Menomonee River and close to the location of the old Union Depot, occupied for many years by the Milwaukee & St. Paul and the Chicago & Northwestern Rys., and connecting

with the present line near the 27th Street viaduct.

Line A was found to be the most expensive and was not built until the Milwaukee & St. Paul Ry. built the line from Brookfield to Milwaukee, through the Soldier's Home.

Line B on the print began near West Water Street, just north of the Menomonee River, and extended west to a junction with Line A near the present 27th Street viaduct and is the line now used for passenger traffic west of 8th Street.

The detailed estimates accompanying the report shows the totals to be as follows:

LINE A

Roadway, 30 ft. wide; slopes 1½ to 1; grade level, 5 ft. above water; average distance to haul earth, 3,500 ft.; length of line, 9,000 ft.

54,118 yds. @ .20	\$10,823
4,804 yds. @ .12½	600
44,000 yds. @ .20 for depot grounds.	8,800

TOTAL\$20,223

To this must be added the cost of a bridge across the Menomonee River, not estimated.

LINE B (the one built)

Roadway, 30 ft. wide; slopes 1½ to 1; grade level, 5 ft. above water; average distance to move earth, 1,000 ft.; length of line, 8,330 ft.

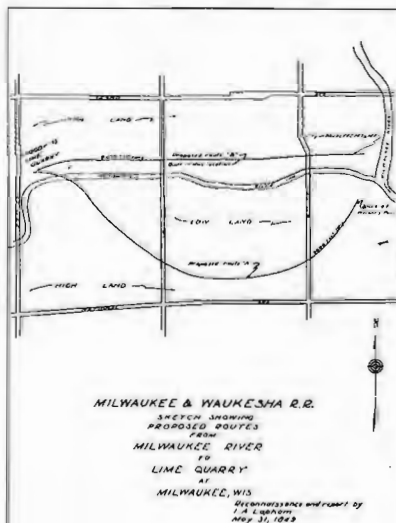
30,508 yds. @ .12½	\$ 3,813
22,000 yds. @ .20 for depot grounds.	2,750

TOTAL\$ 6,563

From a comparison of the above estimates it is readily seen why the directors adopted and built Line B.

Bearing in mind that my father came to Milwaukee in 1836 at the instigation of Byron Kilbourn to locate and construct the Milwaukee & Rock River Canal, a project that was never completed, but my father designed and took charge of the construction of the dam and all of the canal that was built, it is easy to conceive that Mr. Kilbourn would select my father for his first engineer when he changed over from canal to railroad construction.

The statement that my father was the first chief engineer of the Milwaukee Road is misleading, as he was never the chief engineer of the Milwaukee & St. Paul, but was the first chief engineer of lines that now form a part of the Milwaukee Road.



MILWAUKEE & WAUKESHA R.R.
SKETCH SHOWING
PROPOSED ROUTES
ACROSS
MILWAUKEE RIVER
AT
LIME QUARRY
MILWAUKEE, WIS.
REPRODUCED AND PRINTED BY
T. A. LAPHAM
MAY 31, 1849

Mr. Lapham's home is in Milwaukee with his daughter, Mrs. Guy Lindow, and he has a brother living in California.

During the years of his very busy service with this company, he has been prominently identified with many of the outstanding construction events of the railroad, among them being the bridge across the Mississippi River at Sabula, Iowa;

location of the line from Monroe to Shullsburg, Wis. Relocated and built the present channel of the Menomonee River at Milwaukee; designed the track layout for entrance to the roundhouses, eliminating all three-way switches, and instigated the construction of the first mechanical coal shed used on the Milwaukee Railroad, and much other construction work.

On the occasion of the fifty-fourth anniversary Mr. Lapham was presented with the following testimonial of friendship and congratulations:

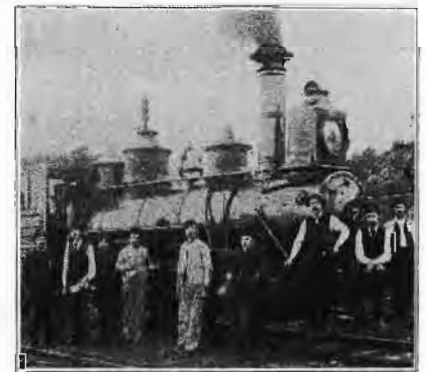
MR. CHARLES LAPHAM:

Your friends and co-workers congratulate you on this day, March 23, 1933, which marks the completion of fifty-four years of service with THE MILWAUKEE ROAD.

You have served the company faithfully and efficiently and through your business contacts have made for it a host of friends. It has rightly been said that "material things are our possessions, but the greater things of life, such as friendships, are our treasures," and also that "the language of friendship is not words but meanings."

We are glad on this occasion to greet you and extend our best wishes for your continued good health and happiness.

J. T. Gillick	A. G. Holt
C. F. Loweth	M. L. Mitchell
W. H. Penfield	C. T. Jackson
R. J. Middleton	H. H. Field
Carl S. Jefferson	O. W. Dynes
W. L. Hunter	T. E. Weise
W. E. Tyler	C. L. Whiting
D. J. Short	W. E. Wood
E. A. Patterson	William Shea
G. R. Morrison	A. C. Paynter
Harry E. Moore	F. M. Sloane
W. A. Harvey	W. Lakoski
A. S. Dudley	W. J. Pohrentz
L. B. Porter	Fred Townsend
D. W. King	E. A. Lalk
J. C. Prien	W. N. Blanchard
Carl J. Swan	O. N. Harstad
Norman A. Ryan	J. N. Davis
E. A. Meyer	A. C. Hagensick
W. A. Linn	F. J. O'Connor
B. V. Burch	T. R. King
Rodger M. Trump	Arthur Daniels
F. E. King	E. O. Reeder



The above, taken in 1892, shows the Old Yard in St. Paul. From left to right are: Mr. Hickey, yard watchman; Gus Prescott, yard clerk; Nick Ingalls, car inspector; Al Bartlet, engineer; Herman Abel, fireman; Mike O'Brien, switchman; Julius Woods, switchman; A. L. Kimball, night yardmaster; Charles Smith, yard foreman. Mike O'Brien is still employed at Minneapolis as a switchtender.

Engine 71, shown, was in service at So. Minneapolis roundhouse until a few years ago.

Personal Injury Record

The personal injury figures for the month of February and the Two-Month Period ended February 28th, 1933, are as follows:

	February, 1933			February, 1932			Incr. or Decr.		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	1	8	1	1	11	6	..	- 3	- 5
Lines West	1	2	..	1	1	+ 1
System	1	9	3	1	12	7	..	- 3	- 4
A decrease of 23 percent in reportable cases.									
	2 Months, 1933			2 Months, 1932			Incr. or Decr.		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East 1	15	6	5	24	16	- 4	- 9	- 10	
Lines West ... 1	1	3	..	1	1	+ 1	..	+ 2	
System.....	16	9	5	25	17	- 3	- 9	- 8	
A decrease of 40 percent in reportable cases.									

A Fifty Year Record

On April 1st, 1933, Section Foreman G. Braatz at Green Bay, Wisconsin, completed 50 years of service and in all that period of time he did not have a reportable or lost time injury.

This is a splendid record and one which Mr. Braatz is proud of and rightfully. Congratulations, Mr. Braatz. May you continue to practice safety as you have in the past.

Spring House Cleaning

It is traditional that with the advent of spring weather a general program of house cleaning is carried out. Because of this our homes are made brighter, more comfortable and more pleasant.

So far as safety is concerned, it is best to have good housekeeping at all times. The old saying of a place for everything and everything in its place holds true and the carrying out of that practice has undoubtedly prevented a

great many personal injuries. For example, material piled in an orderly fashion will not fall over and cause a personal injury, whereas, material left lying around so as to obstruct aiseways in shops, roundhouses, etc., is a hazardous condition and does not denote good housekeeping. It is obvious that good housekeeping is one of the necessities of safety. Each employe should do his part in practicing good housekeeping and thereby assist in the program of accident prevention.

A Four Year Record

The roundhouse force at Madison, Wisconsin, recently completed four consecutive years without a reportable injury.

Roundhouse Foreman W. C. Kenney is very proud of what his men have been able to accomplish and it is his intention to support the monthly safety drives 100% so that this record can continue indefinitely.

his family have been active in affairs of the city. He enjoys travel and he and Mrs. Coakley have visited almost every state in the union. He has one son, Lloyd, a senior at the University of Iowa.

Couldn't Tell Which Was Which

THE following narrative was the subject of conversation one noon in the bridge crew at Racine about 1883, and the story hung on the fact that the roadmaster was a big portly man with a very dark complexion. He was generally known as a *driver* of his men, and the particular time in question was during some heavy

snowstorms in or about the year 1879. The snow plow had passed Elkhorn and the section men with their foreman were cleaning up after it at the station. It would seem as if the roadmaster considered this was a time to show off before some of the officials who had come out, following the plow in a special train. What a whale of a man he was to get work out of the hired men, and ignoring the section foreman, he took charge, tying into the men at a great rate.

One of the men was a negro, but a shade or two lighter than the roadmaster, and he was being made the butt of a lot of abuse. Indeed, he seemed to be singled out for special attention. This ran along for a time, much to the disgust of all the gang, when the negro was called some objectionable name, which was more than he could stand, and dropping his shovel he handed Mr. Roadmaster what was meant for a haymaker—a sleep producer—and the R. M. went down in the snow. Getting up, they made a pass or two, and then went into a clinch. The colored man had got his left arm around his opponent's neck when they went down, the Yankee on top, doing things various and sundry to Mr. Roadmaster's countenance. In fact, the roadmaster was having his face lifted.

None of the gang would interfere, as they considered the roadmaster was getting his change back. But the superintendent, who was a bystander, got action ordering someone to separate the fighters, which was done. Helped to his feet, and spitting out a mouthful of blood and a tooth or two, and getting the snow out of his eyes, the R. M. demanded of the first man he could see (who happened to be a native of the Old Sod), "Why did you let the nigger beat be up like this? Why didn't you pull him off me?"

The Celt, looking first from one to the other of the men, replied, "Faith, sir, Oi, Oi could not tell which wan of yese was the nagur."

News From Tacoma

The City Ticket Office in Victoria was closed February 1st and Mr. A. P. Chapman was appointed City Passenger Agent at Tacoma. We welcome Mr. and Mrs. Chapman to our city, and know they will enjoy being back in the States.

The office of Division Engineer and Chief Carpenter has been moved from Tacoma to Seattle. We hate to lose Mr. Pinson and Mr. McFadden, and hope they like their new location.

Mr. John Rothman, formerly Dispatcher at Moberly, has come to Tacoma to join the dispatching force.

Customer: "Why do you have an apple as your trademark? You're a tailor."

Tailor: "Well, if it hadn't been for an apple, where would the clothing business be?"



John F. Coakley

MARCH 16th marks fifty years of continuous service with the Milwaukee Railroad for John F. Coakley, passenger conductor on "The Arrow." Mr. Coakley entered railroad service March 16th, 1883, and on May 29th, 1887, under President A. J. Earling, was promoted to freight conductor. He held this position until May 29th, 1903, when he became a passenger conductor. For many years his run has been between Marion and Omaha. Mr. Coakley has received many letters of commendation for valuable service rendered in times of emergency.

Residents of Marion for 27 years, he and

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Members Entered on Pension Roll February, 1933

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

Name	Occupation	Division or Department
John A. Berg.....	Lumberman	Tacoma Shops
Herbert H. Bodger.....	Engine Watchman	Minneapolis Shops
James A. Carrick.....	Milk Agent	General Baggage Department
John W. Erickson.....	Assistant Blacksmith Foreman	Minneapolis Shops
William Frayer.....	Section Foreman	Iowa Division
John M. O'Grady.....	Check Clerk	Milwaukee Terminal
John Wenger.....	Section Foreman	Iowa Division
Nick Slater.....	Machinist	Iowa Division
Curtis L. Alleman.....	Telegraph Operator	LaCrosse & Riv. Division
George Harm.....	Section Foreman	Dubuque & Illinois Division
John G. Herzog.....	Clerk	Kansas City Division
Leo W. Kiewert.....	Teamtrack Foreman	Chicago Terminals
Charles A. Monroe.....	Freight Handler	Twin City Terminals
Andrew L. Parsons.....	Wiper	Iowa & Dakota Division
James Wilson.....	Engine Watchman	Iowa Division

M. J. LARSON, Secretary-Treasurer.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Summary of Activities Month of February, 1933

Amount expended for Welfare and Good Cheer.....	\$ 2,643.51
Estimated Value of Donations of Clothing, Food and other articles, received and distributed by Chapters, which did not require an expenditure from their funds.....	225.10
Number of families given aid and reached.....	1,077
Approximate number of persons in families given aid and reached.....	4,429
Number of Welfare and Good Cheer calls made.....	3,593
Number of messages of Cheer and Sympathy sent.....	261
Cleared on Ways and Means Activities.....	\$ 844.55
Total paid-up membership on February 28th.....	10,931
Balance in all treasuries on February 28th.....	\$22,162.82
Included in the above named expenditures for relief work are donations to Chapters from the following funds:	
General Governing Board Relief Fund.....	880.00
Veteran Employees' Association Relief Fund.....	253.80

Spokane Chapter

Mrs. W. H. Hunter, Historian

THE January meeting of Spokane Chapter was held on the 10th, with the president, Mrs. Nee, presiding. Reports were received. Treasurer Mrs. E. M. Grobel reported a balance of \$60.00 in the treasury, after quite an amount spent in relief work. We acknowledge a donation of \$8.00 from Mr. Dulick. The report of Mrs. Mohr, relief chairman, showed that our relief work is being carried on with beneficial results; among other things, warm clothing being supplied for several children who could not have otherwise attended school. Mrs. Rossbach, sunshine chairman, has been active in dispensing good cheer and making telephone and personal calls.

Plans were laid for a luncheon on January 31st, with Mrs. Blal, Ways & Means chairman, in charge.

The following nominating committee was appointed: Mmes W. S. Clinton, W. T. Emerson and Clem Shook.

A social hour followed the meeting.

The luncheon on January 31st in the club room was very successful, about two hundred being served. Mrs. W. H. Ashton was dining-room chairman and Mrs. P. L. Hays and her assistants seated the guests.

We very much missed our president, who that morning left Spokane to make her home in Miles City. Mrs. Nee was presented with a gift in token of the love and admiration of Spokane Chapter.

February 14th, the Board of Spokane Chapter met with Vice President Mrs. P. L. Hays presiding. It was announced that we had won a membership prize of \$10.00, and other business pertaining to the work of the club was transacted.

The regular meeting followed. Reports were received and a letter from Mrs. P. H. Nee thanking the Chapter for the beautiful remembrance.

The treasurer's report showed a good balance on hand, and a neat sum of money from Othello was acknowledged.

The relief and sunshine work has been carried on with great zeal, as shown by the reports of Mrs. Mohr and Mrs. Rossbach.

The nominating committee submitted the following: President, Mrs. David Leaming; 1st vice president, Mrs. R. C. Peterson; 2nd vice president, Mrs. Malone of Othello; secretary, Mrs. Fields; corresponding secretary, Mrs. T. Corbett; treasurer, Mrs. W. H. Ashton; historian, Mrs. W. H. Hunter. An these officers were elected to serve the ensuing year: Mrs. Harold Linhan was elected corresponding secretary; vice, Mrs. Corbett, who is leaving here.

A social hour followed, and the Chapter was happy to welcome Mrs. George Hill, wife of

the new assistant superintendent at Spokane, who is an old friend of Spokane Chapter.

Tacoma Chapter

Mrs. F. W. Rasmussen, Historian

TACOMA Chapter held its regular monthly meeting in the club rooms March 27. A large number were present.

Lunch was served at noon to 125. Mrs. Homer Williams was chairman, assisted by several of the members.

At 1:30 o'clock the meeting was called by President Mrs. Kirkland. Mr. Cleveland, assistant superintendent, gave a very interesting talk on Safety First, with a demonstration on first aid.

Reports then were given by the chairman regarding the work for the year.

In the benevolent work much help has been given to over ninety families, amounting to \$754.14. It consisted of clothing, food, fuel and garden seeds. A goat is being given to a family of eight to help overcome a tubercular condition.

Thirty-nine school children were supplied with clothing and car fare, amounting to \$85.69.

The membership committee reported 154 voting members and 339 contributing members for the year.

Ways and Means reported several activities for the year. The last one was a card party, March 17, and a fine time was reported. Several prizes were given. Mrs. Fullerton (a quilt, pillows), Mrs. Eccles, Miss Morrison, Mrs. Monroe, Mrs. Cleveland and Mr. Dixon.

The Sunshine chairman reported seven in the hospital and several sick at home. For the year she had made 238 calls, 75 cards sent out and 72 telephone calls.

In the sewing room two comforters were tied, a quilt made, also a baby layette, and all clothing brought in put in condition to take out.

On Thursday, March 23, eleven members went to Seattle to attend their installation, but they did us better by two when they came over to this meeting.

After the business of the day was finished, Mrs. Kirkland installed the new officers: President, Mrs. Burroughs; 1st vice president, Mrs. Footit; 2nd vice president, Mrs. Wright; recording secretary, Mrs. Helen Maxell; assisting secretary, Mrs. H. E. Peterson; corresponding secretary, Mrs. E. Allen; treasurer, Mrs. Miles, and historian, Mrs. Delany.

The new president, Mrs. Burroughs, appointed her chairman for the following year.

After the penny drill the meeting adjourned.

St. Maries Chapter

Mrs. Peter Mickelson, Historian

THE February meeting of the St. Maries Chapter was held in the Club House the 20th with a good attendance. Reports of the various com-

mittees were read and accepted; the treasurer reported having spent \$32.53 during the month for relief.

The following officers were elected for the ensuing year: President, Mrs. C. H. Burt; 1st vice president, Mrs. Henry Vogel; 2nd vice president, Mrs. C. A. Taylor; secretary, Mrs. Peter Mickelson; treasurer, Mrs. C. Terry, and historian, Mrs. Peter Mickelson.

After the business meeting cards were played and refreshments served by Mrs. Carlock.

The March meeting was held on the 20th with fourteen members present. After the regular business matters were taken up and disposed of, we had a spelling match, Mrs. Hallead winning the prize.

Refreshments were served by Mrs. Sims and Miss Hannan. Everyone had a delightful time.

Avery Chapter

Mrs. E. H. Shook, Historian

EVERY CHAPTER met on February 22nd in the club rooms. Routine business was transacted.

The Ways and Means Committee chairman reported \$6.60 received from a card party after all expenses were allowed.

Election of officers followed, all officers being re-elected. Mrs. Dietrack was appointed librarian and Mrs. Craig, Sr., auditor for the ensuing year.

It was proposed that we have a good luck box placed on the table and donations gladly received. Twenty-three members were present and remained to enjoy cards and refreshments. Everyone reported a good time.

The Chapter met on the evening of March 29th. Roll call was responded to by twenty-three members and one visitor. Reports were read and accepted.

The annual summer recess was voted for the months of June, July and August, as many of our members will be away at that time.

Our first public card party was held April 1st and was very successful.

This Chapter has held ten regular meetings since it was organized in June, 1932.

Milwaukee Chapter

Mrs. C. C. Steed, Historian

THE regular meeting of Milwaukee Chapter was held in the club room, March 20th. Committee reports were received.

The new officers were installed for the ensuing year, after which a program was presented by Miss Isabel and Dorothy Garcy, with several fine dance numbers. Miss Mildred Mostik gave a delightful reading followed by a piano solo by Mr. Otto Clem.

Refreshments were served by the committee.

Mason City Chapter

Mrs. J. A. Nelson, Historian

IN FEBRUARY the regular meeting was called to order by our president, Mrs. W. J. Johnston, with election of officers for the ensuing year the chief business of the day. Those elected were: President, Mrs. W. J. Johnston; 1st vice president, Mrs. Oscar Larson; 2nd vice president, Mrs. Henry Smith; recording secretary, Mrs. E. J. Patton; corresponding secretary, Miss Grace Moran; treasurer, Mrs. John Balfanz; historian, Mrs. John Nelson.

After the business meeting, Mr. E. Karges of the Y. M. C. A. showed pictures in colors of scenes along The Milwaukee, and also a comic reel. A social hour with refreshments followed.

On March 28th the regular meeting was held in the club room, at which time our president appointed her committees, as follows: Constitution and by-laws, Mrs. Robert McClintock; welfare, Mmes. H. H. Green and P. A. Gallagher; good cheer, Mmes. R. Goltz and Herman Frazee; membership, Mmes. F. M. McDonald, D. C. Bolton, A. W. Barr, Leo Mathes and J. R. McGregor; ways and means, Mmes. Reece Vaughn, O. T. Anderson, Louis Walthers, J. Mathewson,

Barbara Gross and George Whiteis; social, Mrs. W. L. Gaffney; program, Mrs. W. F. Ingraham; publicity, Mrs. S. V. German; auditing, Mmes. E. Hendrichsen, Frank Ulrich and Roy Harmon; house and purchasing, Mmes. O. A. Beerman and W. Schroeder; busy-bee sewing, Mmes. F. M. McConnell, James Connors, M. A. Bost, Charles Smola, F. M. Smith and A. A. Major.

After hearing the committee reports the meeting was turned over the program, when Mrs. Paul Scott gave two readings and Miss Fern Meurs sang two solos. A social hour followed.

Miles City Chapter

Mrs. W. H. Wise, Historian

IN FEBRUARY Mrs. H. L. Pitner, acting president of the Chapter, gave a musical tea in honor of Mrs. Geo. Hill, who was moving to Spokane, Mr. Hill having been transferred there, and the club presented Mrs. Hill with a beautiful picture of the Pine Hills as a token of appreciation for her year's labor as president of the Chapter.

Mrs. Hill entertained the board at a one o'clock luncheon the same day.

Mrs. S. A. Mayo, Mrs. L. P. Nimbar and Mrs. J. V. Anderson had charge of the evening bridge party, held February 23rd. Twenty tables were in play, Mrs. W. H. Wise received high score prize for women and Dr. Anderson for the men.

We cleared \$18.75 on this and one other party, and took in \$8 for rentals.

The March 3rd meeting was presided over by Mrs. H. L. Pitner, 1st vice president, and after the usual routine of business the nominating committee, Mrs. L. P. Nimbar, chairman, presented the names of the following ladies for officers for the ensuing year, and they were elected as follows: President, Mrs. H. L. Pitner; 1st vice president, Mrs. J. P. Leahy; 2nd vice president, Mrs. P. H. Nee; treasurer, Mrs. H. Riccius; recording secretary, Mrs. A. W. Hervin; historian, Mrs. P. G. Webb; corresponding secretary, Mrs. F. Spear.

There were 18 tables of bridge in play March 10th, a fine attendance considering the inclemency of the weather, and \$10.20 was cleared. Refreshments were served at 2 o'clock by Mrs. George Kunoles, Mrs. Geo. Cobb, Mrs. Evan Hall and Mrs. Swan Nelson.

Mrs. Joe Feeley, Geo. Kunoles and Mrs. Ray Dorland served the refreshments after the meeting, and the ladies finished the evening playing bridge.

The April meeting was presided over by Mrs. H. L. Pitner, president. We are fortunate in having so gracious and able a president as leader this year.

Mrs. Pitner announced the names of the chairmen of the various committees. They are: Ways and means, Mrs. W. H. H. Bartley; program, Mrs. Arlie Wickersham; mutual benefit, Mrs. C. A. Nummerdor; sunshine, Mrs. H. L. Stamp; social, Mrs. J. V. Anderson; membership, Mrs. Pearl Huff; auditing, Mrs. E. Petterson; publicity, Mrs. H. J. McMahon; constitution and by-laws, Mrs. W. N. Anderson; refreshments, Mrs. Nels Helm, and housing, Mrs. W. H. Fellows.

The expenditure for the month for milk, medicine and rent was \$18.04, of this sum \$14.50 was for milk and one other item was \$4.76 for groceries. Five families were assisted this month, there were seventeen persons in the five families.

Mrs. L. P. Nimbar, sunshine chairman, reported 50 personal and 60 telephone calls, and \$2.00 spent for gifts of good cheer.

The moneys taken in March were \$21.00 rental of club house and \$10.20 from the card party.

We have on hand about \$344.00, and to date have 299 members.

We spent \$497.60 for relief work for the year ending March 31, 1932, and the year's personal calls and telephone calls were 302.

We were entertained by three young ladies,

daughters of members, Miss Kathleen Kressel, soloist; Miss Mary Nugent, violinist, and Miss Bartley, pianist.

Refreshments were served after the meeting by Mrs. Barry Glenn, Mrs. A. M. Brockway and Mrs. C. D. Tarbox, and about twenty ladies remained for bridge afterward.

Mobridge Chapter

Mrs. Geo. B. Gallagher, Historian

THE Mobridge Chapter met in regular session on the evening of February 27th, with our president, Mrs. I. L. Dickey, presiding.

Meeting opened by singing "America, the Beautiful," in honor of our country's patriots, followed by giving our pledge to the flag and our club motto.

Routine business was then transacted, after which Mrs. Dickey announced the good news to the members that the Mobridge Chapter had qualified for the membership prize of \$20.00, making our club among the outstanding in the system.

Election of officers was in order at this meeting, but due to a vacancy for the president's chair a motion was carried that election be postponed until the following meeting.

The meeting closed with the singing of "Auld Lang Syne," after which Mrs. W. F. Rose presented a delightful program, as follows: Reading, "Pa Rents an Apartment," given by Dick Johnson; a one-act play under the direction of Rev. F. W. Bruins, entitled "Household Hints," in which Berniece Hoistendahl, Frances Baun, Robert Dierlam and Dick Johnson took part. The play was well rendered and the cast delighted their audience by the amusing incidents in their "modern household."

At the evening's close refreshments were served.

A committee of the Ways and Means division entertained at a benefit card party on Tuesday evening, February 28th. Twenty tables of bridge and whist played and score awards were taken by Mrs. L. Rabun, Mrs. W. Dixon, Mrs. Willis Beckwith and J. R. Price.

At the close of the card playing refreshments were served by the committee.

The March meeting was held on the evening of the 27th. The meeting opened with the singing of "Blest Be the Tie That Binds." Committee chairmen gave their yearly reports, which were in all very gratifying.

The treasurer's report showed the grand total received for twelve months (including \$15.57, the balance from last year) to be \$1,067.15 and total disbursements for twelve months \$1,057.09, leaving a balance of \$10.06 in our treasury.

A rising vote of thanks by the members was given to Mrs. I. L. Dickey for her splendid services as president of the Mobridge Chapter for the past year, to which Mrs. Dickey responded very graciously and especially stressed the duty and importance of this noble work.

The following officers were elected and installed for the coming year, with Mrs. Dickey continuing as our president. First vice president, Mrs. J. V. Nord; second vice president, Mrs. Elbert Taylor; corresponding secretary, Mrs. V. C. Cotton; recording secretary, Mrs. C. A. Preston; treasurer, Mrs. B. K. Doud; historian, Mrs. G. B. Gallagher. The meeting closed with singing "Love's Old Sweet Song."

A humorous one-act play, entitled "The Anti-Gossip Club," was then presented under the direction of Mrs. W. F. Rose. The cast of characters included Mrs. Harry Conger, Mrs. Jas. Hopper, Mrs. C. A. Preston, Mrs. A. F. Manley, Mrs. A. W. Arvidson, Mrs. J. O. Beaver, Mrs. G. A. Robison, Mrs. H. A. Mosher, Mrs. W. E. Rose and Mrs. G. B. Gallagher.

Each player's part was well interpreted and thoroughly enjoyed by the large audience of members and guests who attended this meeting.

After the close of the program refreshments were served.

Portage Chapter

Mrs. E. C. Moran, Historian

THE regular meeting of Portage Chapter was held at the club rooms Monday, April 3rd. The meeting was called to order by the president, Mrs. W. L. Washburn. The reports of the various committees for the past year were read and approved. This meeting closed a most successful two years of the club under the leadership of Mrs. W. L. Washburn as president. The club has been very active in relief work for the unemployed members of the railway families during the past year. Also in social activities, and has a cash balance on hand of \$293.83.

During the past winter, through the combined action of railroad men and the Woman's Club, eight carloads of coal totaling four hundred tons have been distributed to needy families and medicine to the value of \$100 has been furnished for the sick by the club through the local drug stores.

The membership of the club stands at present 338 members in comparison to 69 two years ago. Much credit is due to Mrs. C. E. Hodge, our membership chairman and now president of the club, in her untiring work in securing new members. The Portage Chapter has recently received a twenty dollar check from the general board for gaining that high point in membership.

One hundred and twenty-four members were present at this meeting, including members from Watertown and fourteen officers and members from Milwaukee Chapter who took charge of the installation of the officers of the Portage Club. Our guests from the Milwaukee Chapter were Mrs. M. F. Dineen, Mrs. J. C. Prien, Mrs. J. Rochford, Mrs. Nick Kaiser, Mrs. J. McConahy, Mrs. W. F. Zimmerman, Mrs. Woerdekoff, Mrs. Luecht, Mrs. O. J. Carey, Mrs. Edward Deards, Mrs. Lohf, Mrs. C. J. Schunk, Mrs. C. Steed and Mrs. McLaughlin.

Mrs. O. J. Carey, a former Portage resident and now a member of the Milwaukee Chapter, acting as installing officer, and Mrs. Dineen, president of the Milwaukee Chapter, acting as installing marshal, installed the following officers of the Portage Chapter: Mrs. C. E. Hodge, president; Mrs. W. L. Washburn, 1st vice president; Mrs. T. J. Tierney, 2nd vice president; Mrs. I. D. Morehouse, treasurer; Miss Elizabeth Bauer, secretary; Mrs. Ember Stowers, corresponding secretary, and Mrs. E. C. Moran, historian.

Mrs. Prien of the Milwaukee Chapter presented Mrs. Hodge with a beautiful gift from the Milwaukee Chapter as a token of love from her former club members. Mrs. Washburn received a beautiful floral gift and a more substantial gift in the form of a check as a token of esteem from those she had served so well for the past two years.

After the meeting a very interesting program was given which was followed by a luncheon served by the new officers of the Portage Chapter.

Marion Chapter

Mrs. F. G. Holsinger, Historian

THE new officers assumed their duties at our regular March meeting. Mrs. Margaret Leming, president, announced the following committee chairmen for the year:

Constitution and by-laws—Mrs. Willis Jordan. Welfare—Mrs. Ora Miller.

Good Cheer—Mrs. G. W. Miller.

Scholarship—Mrs. John Smith.

Ways and Means—Mrs. Frank Hardenbrook.

Membership—Mrs. A. J. Elder.

Social—Mrs. John Cone.

Publicity—Mrs. Fred Holsinger.

Auditing—Mrs. Geo. Barnoske, Jr.

On behalf of the organization, Mrs. Robert Cessford presented Mrs. A. J. Elder, retiring president, with a gift.

Mrs. Ora Miller gave a report on the mile of

pennies project which was considered very successful, \$32.96 being received through this means.

Reports of relief and sunshine committees were given.

At the regular April meeting plans were made for a membership drive to be terminated by a May breakfast.

Mrs. A. J. Elder and Mrs. Guy Miller were named as joint chairmen to be assisted by Mmes. Lawrence Dove, John Smith, Stanley Thomas, Geo. Barnoske, Jr., John F. Coakley, O. Fohey and Charles T. Rowe.

Plans to beautify Marshall park were discussed and the following committee named: Mmes. L. K. Owen, F. S. Keith, Ben Sears, D. S. Stewart, S. C. Lawson, Gerald Gordon, Charles Westcott and J. T. Gallivan.

The railroad company has donated the land along the right-of-way for gardens for the unemployed.

Cards were played during the social hour and refreshments were served under the supervision of Mrs. John Cone.

It is with regret we write of the death of Mrs. Jennie Vandercook, one of our past presidents and always a faithful worker in the organization. She passed away at her home, Sat., March 11. Funeral services were held at the Grace Episcopal Church in Cedar Rapids.

Dubuque Chapter

Lucille Millar, Historian

THE regular meeting of Dubuque Chapter was held on March 2nd, with thirty-five members in attendance, presided over by Mrs. W. F. Keefe, president.

After the regular reports had been read and acted upon the chairman of the nominating committee read the choice of said committee to hold office during the coming year.

President, Mrs. Henry G. Wiedner; vice-president, Mrs. W. F. Keefe; corresponding secretary, Mrs. Clyde Kinney; recording secretary, Miss Emma Sacks; treasurer, Mrs. Jos. Chaloupka; historian, Lucille Millar.

The report of the nominating committee was approved by all members present and each officer-elect congratulated on their respective office.

Inasmuch as Mrs. F. Fernstrom, a charter member of Dubuque Chapter, was leaving to make her home in Ottumwa, she was named as the honor guest of the evening and the short program which followed the business meeting dedicated to her. To say that Dubuque will miss this valuable worker is putting it mildly, but the old adage proves true once more "our loss—their gain" and Ottumwa Chapter is to be congratulated as they will find in her a "tried and true" member.

The April meeting held on the 6th was attended by forty members. The annual reports of the several committees were submitted and approved. Relief work during the year amounted to \$779.69, eighty-eight families having been reached. Good cheer, including those reached through the Christmas party, was reported as having been extended to two hundred sixty-nine families.

During the past month our sympathy has been extended to Mrs. F. Morgan, treasurer of our Chapter, in the loss of her father, and to Mrs. A. L. Parmalee, in the passing of her husband.

The installation of officers was very impressively handled by Mrs. F. E. Leonard, after which the club unanimously pledged its support to the newly installed president. Mrs. Wiedner thanked the Dubuque Chapter for the honor conferred upon her and appointed the following committee chairmen for the ensuing year: program, Mrs. J. Litscher; relief, Mrs. F. Morgan; flower, Mrs. M. Hall; membership, Mrs. A. Bensch; ways and means, Mrs. O. Wellman; social, Mrs. C. Reisch; auditing, Mrs. F. E. Leonard; house furnishings, Mrs. W. Hopp; publicity, Mrs. W. Wright; constitution and by-laws, Mrs. W. Whalen; scholarship, Mrs. A. Woodward.

Kansas City Chapter

Mrs. Wm. B. Cosad, Historian

THE regular monthly meeting of the Kansas City Chapter was held April 6th at the home of Mrs. Ralph Parker.

Mrs. Davis, our president, presided. The Welfare chairman reported fifty-two calls made in February and assistance given to twelve families; seventy calls made in March and assistance given to twelve families consisting of forty-five people. The Sunshine chairman reported twenty-four calls made in March.

A discussion was had relative to ways and means of raising money for our work and it was decided to try the "mile of pennies."

Mrs. Parker was appointed chairman of the Ways and Means Committee.

An hour of bridge and tea was enjoyed after the meeting.

The next meeting will be held at the home of Mrs. E. R. Morrison on May 4th.

Union Station Chapter

A. Casey, Historian

ON MARCH 7th, after dinner in the Fred Harvey Cafeteria, the Union Station Chapter held its regular meeting in the club room, following which bridge and five hundred were played by forty members and guests.

April 4th, members of Fullerton Avenue and Bensenville chapters were guests of Union Station Chapter at a dinner and bridge at the Home Arts Guild, total attendance of 115, many of whom expressed themselves as having had a very enjoyable evening. Those not desiring to play cards amused themselves with jig saw puzzles and bunco. A prize, consisting of a lovely guest towel, was awarded to the winner at each table.

The regular sewing meeting at Fullerton Avenue and Union Station were held on second Tuesday and fourth Monday of March and April.

Sanborn Chapter

Mrs. Ellis Miller, Historian

SANBORN Chapter met in regular session on the evening of February 17th in the club rooms. Sixteen members and one guest were present.

Reports were read and other routine business transacted. The chairman of the nominating committee stated that as each of the old officers were willing to hold over for another year, they were all re-nominated and duly elected on motion.

The committee reported on the purchase of several school books for some children of the Milwaukee family.

After the business meeting a social time was enjoyed working jig-saw puzzles and in various games. Refreshments were served by the committee.

No meeting was held in March.

Black Hills Chapter

Mrs. J. S. Johnson, Historian

THE regular monthly meeting of the Black Hills Chapter was held Monday evening, February 13th, at the home of Mrs. Stanley Core. Routine business was brought up, reports from the chairmen were heard and new officers were elected. The new officers are: President, Mrs. Arnold Saxer; first vice-president, Mrs. E. E. Smith; second vice-president, Mrs. Clarence Grube; secretary, Mrs. Joseph Feurbalm; treasurer, Mrs. Clifford Smith; historian, Mrs. Herman Mayer. Mrs. Core served a nice lunch, and Mrs. E. E. Smith assisted the hostess in serving.

Our club members wish to express their deep regret and sympathy to Mrs. Joe Patton and family in the loss of Mr. Patton, who died in March. We will miss him as a member to help us in our club work, and it is the wish

of the Patton family to thank all of the Milwaukee friends who were so kind to them.

The March club meeting was held at the home of Mrs. Carl Zickrick. Mrs. A. M. Saxer, first vice-president, had charge of the meeting, as Mrs. Fred Diehl, our president, was sick. The meeting was opened by all repeating the club motto. Then the yearly reports were read and approved, and after playing bridge a lunch was served by the hostess, Mrs. Carl Zickrick.

Aberdeen Chapter

Mrs. Charles Boland, Historian

IN A freshly decorated club room a happy gathering on St. Valentine's Day played bridge at thirty-two tables. The club rooms, completely done over and rearranged, make the preparation of meals much easier and large crowds handled with comparative ease, for we could always have had more tables for cards if more space were available. Non-members of the club are always enthusiastic patrons of all affairs given.

The committee in charge of the party were: Mmes. E. H. Fahy, Berg and E. H. Soike.

The February meeting occurred on the 20th and was interesting from a business standpoint. More than eighty members were present. The nominating committee, consisting of Mmes. Jack Snutzler, A. D. Roberts, Wm. Mertz, Saunders and Rognelson, presented the following, who were elected officers for the coming year: President, Mrs. H. M. Gillick; 1st vice president, Mrs. A. H. Adams; 2nd vice president, Mrs. R. E. Sizer; recording secretary, Mrs. Charles Spears; corresponding secretary, Mrs. Geer; treasurer, Mrs. E. H. Soike, and again "yours truly" takes up the pen as historian. Assistant recording secretary, Mrs. A. C. Zick, was appointed by the president.

Mrs. Soike, treasurer, reported \$16.00 received during January as club room rental. The dinner bridge netted \$42.50 and proceeds from the Valentine party were \$24.25. A substantial bank balance was reported at the end of January. Our old drapes were sold for \$8.50 and the money was used to purchase food for a pot luck dinner. About 220 people were served a delicious free dinner, which proved another happy affair where Milwaukee families may enjoy a social evening and a good meal. Mrs. E. H. Soike and her committee of capable workers are in charge.

Mrs. Gillick reported that Aberdeen Chapter is the largest outside of Chicago, which has been our record for the last two years, with 58 more voting members than last year or at any previous time, which entitles us to a prize of \$10.00 from the General Governing Board.

Mrs. R. E. Sizer, chairman, Sunshine Committee, reported 75 personal and 50 phone calls and 18 messages of good cheer.

Mrs. H. J. Anderson, membership chairman, reported 343 voting and 428 contributing members. The auditor, Mrs. W. J. Kane, audited the books from April 1, 1932, to December 31, same year, and found all accounts correct.

During January the club spent \$302.16 for food. Mrs. Gillick reported making 90 personal and 125 phone calls during the month. Seventy-five families were cared for, consisting of 359 people; 86 bushels of potatoes given away and 550 quarts of milk dispensed every day. Three hundred ninety-eight tons of coal were distributed as needed.

Check for \$5.00 received from Mr. O. R. Anderson of Groton, who, although not a railroad man, is interested in the club.

Entertainment for the evening was provided by a group of college students, who produced the winning one-act play in the recent Masquers tournament. The play, directed by Harvey Swenson, was introduced by Mrs. W. H. Berg. Taking part in this production were: Elder Hafnor, Raymond Parrott, Jane Wells, Olwin Ackley and Karl Snyder. Committee serving refreshments were: Mrs. F. E. Avery, Mrs. I. P. Stager and Mrs. Jerry Jackson.

OUR LITTLE FOLK

Mothers' Day and Marjorie

THERE was a time when Marjorie was kind and thoughtful of everyone, and especially of her mother, but for about a year she had been playing with children who were rough and thoughtless. Try as her mother and father might, they could not bring Marjorie back to her sweet self. Not that Marjorie did nothing to help her mother—she did. She helped with the dishes, although grudgingly, and ran errands, but she never spent a moment at home with her mother that she didn't have to.

"Why don't you ever play with Mary any more?" asked Margie's mother this particular morning.

"Oh, she's such an old lady. She never wants to do what the rest of us do." But her mother's question made Margie think. "Wonder what Mary's doing. Guess I'll stop by and see her." So she left her playmates after school and walked home with Mary.

"Why don't you come out and play with us now?"

"Oh, I can't, Marge. You know, Sunday's Mothers' Day and I'm making a silk pillow for my mother and there's only one more day to work on it."

No, Marge hadn't remembered to make her mother something for Mothers' Day. "The first time that happened to me!" thought Marge. "All right, Mary. But come over to my house some time like you used to. How about Monday?"

"I'll be there, Marge."

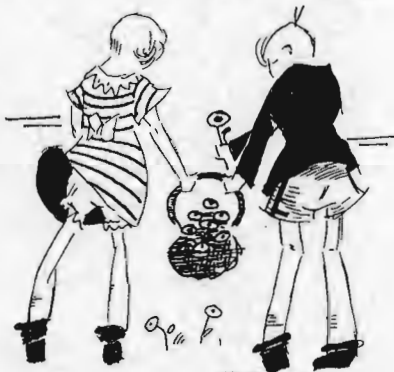
So the girls parted and Margie went thoughtfully home. It was too late to make anything, and what could she get? All night long she tossed and turned. When she opened her eyes she would find the moonbeams laughing and dancing through her window and on her bed, and she remembered that it was a long time since they had danced liked that for her and they said, "We're pleased, we're pleased!" Why should they be pleased tonight? I'm just the same as I always was. But she knew in her heart that she was changed—she was the old Margie that they used to love.

But still she tossed and couldn't think of a thing. If she only had some money, but she didn't—she had spent all her allowance except one dime without thinking of mother, and dad would never advance money.

Then the moonbeams faded away and soon a tiny sunbeam danced in. "I'm happy, I'm happy," she said, and Margie knew why.

"But I'm not. Oh, if I could only think of something, I'd never forget again."

"I know," laughed the sunbeam. "I



May Day

May Day is the gay day
Of all the year to me
We take our gifts from
House to house
And then rush home, our
Own to see.

know where there is a beautiful violet plant in full bloom. Dig it up, put it in a bowl and wrap it in tissue paper."

Margie could hardly wait until time to get up and then she dashed out of the house to the woods. There she found the plant, and all morning she spent arranging it and all afternoon she stayed in the house with her mother.

That night Margie's mother said, "I don't know what got into Margie, but she told me today she didn't care about the children she has been playing with and she's going to play with Mary from now on. I'm glad, if she really means it."

And the next morning when Margie's mother found her violet plant at her breakfast place, she was more than pleased, but she never knew how she almost didn't receive that gift nor why Margie decided to play with Mary.

The Circus Comes to Town

THE greatest punishment that Billy could have received was just what he did get—not to be allowed to go to the circus on the opening day. Of course, he could another day, but the opening day was always the best and all the fellows would be there. He hadn't been so terribly bad, he thought, but he would have been a lot better had he remembered that this was circus week.

There was no getting out of this punishment though, because he had tried. His mother's mind was made up and she wouldn't budge. Something had to be done, that was all there was to it. If they wouldn't allow him to go, he would run away. And run away he did. That is, he went on an errand the morning of the circus and stayed in town to see the parade and then

went to the fair grounds along with the others. He had no money and it never occurred to him that he might not be able to get in. When he arrived at the gate he could not get in without a ticket.

"But please, mister, I gotta get in to see the circus. My mother said I couldn't come and I ran away." As he was being turned down the second time and quite abruptly, someone tapped Billy on the shoulder. He looked around and saw the biggest man he had ever seen—the Strong Man of the circus.

"I heard your story, kid. Do you want to do odd jobs for me?" he asked in the kindest voice Billy had ever heard.

"Say, will you let me?"

"Yes, on one condition and that is that you will stay with me all the time the circus is in town. Will you?"

"Sure I will."

So Billy went into the tent and watched the circus all day long and had few errands to do for the Strong Man. When night came and the last of the crowd had gone the Strong Man took Billy to his tent and then was the first time Billy had thought of going home. "Want to go home now?"

But Billy wouldn't show him that he would really like his own bed. "No sir! This is fun."

The next morning he was aroused early, so early that it was hardly light. "Come on, kid, we have work to do." And while the Strong Man limbered up and exercised, Billy had to obey his orders—run here, run there, do this, do that.

And again Billy watched the circus all day until late at night and was up early the next morning. All week long he stayed with the Strong Man and on the last day he was just a little tired of watching the circus, and wished several times that night would come and he could go home.

Finally the long day was over and Billy gathered his things together to leave but the Strong Man stopped him. "Where are you going, young fellow?"

"Home," said Billy, with a tremble in his voice.

"Oh no you're not. You said you would stay with me and I'm going to take you with me. You'll never get home again."

"But I have to," cried Billy. "My mother and dad will wonder where I am."

"They know where you are. They found out you were here and said I should keep you with me. So come along."

By that time Billy was sobbing. "But I want to go home. And I don't think

they want me to stay. And if I do get home I'll never run away again."

"Is that right, kid?" asked the Strong Man in his customary gentle voice. "That's all I wanted to know. All right, I'll take you home but remember this time if you ever feel like running away again. I know, because I ran away once and I never did get back home." So the Strong Man took Billy home and when he left him said, "When the circus comes to town next year come around."

"I sure will. I think you're great! Gee, I hope I don't get scolded when I go in."

"You won't because your folks knew where you were all the time."

So Billy dashed in the house and had a warm welcome but deep in his heart he admitted that he had been rather frightened and wouldn't do a thing like that again.

Puzzle

Rearrange all the words whose letters are mixed and see what you then have.

greti
nilo
lowf
shero
kanes
delapre
elas

lapehent
abre
ochreorins
yonmek
aberz
lacem
mosuphitapop

And how could a *rusisc* be a *Rusisc* without a *olcwen*?

The Patterns

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

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

7689. Ladies Morning Frock. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 46, if made as in the large view, requires 3 $\frac{3}{8}$ yards of 35-inch material. With long sleeves 3 $\frac{3}{8}$ yards. Price 12c.

7862. Two Piece Model. Designed in sizes:

11, 13, 15, 17 and 19, with corresponding bust size 29, 31, 33, 35 and 37. Size 13 requires 1 $\frac{1}{6}$ yard of 35-inch material for the Blouse, and 1 $\frac{1}{8}$ yard of 54-inch material for the Skirt. Bow and sleeve facings in 35-inch contrasting requires 1/3 yard. Price 12c.

7860. A Dainty Frock. Designed in sizes: 14, 16, 18 and 20, with corresponding bust 33 $\frac{1}{2}$, 35, 36 $\frac{1}{2}$ and 38, also 40 and 42 bust. Size 16 requires 3 yards of 35-inch material together with $\frac{3}{8}$ yard of 39-inch contrasting material for sleeves and sash. Price 12c.

7845. Ladies' Dress. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires 5 $\frac{1}{2}$ yards of 39-inch material, together with 2/3 yard of contrasting material. Price 12c.

7852. Ladies' Dress. Designed in sizes: 34, 36, 38, 40 and 42. Size 38 requires 3 $\frac{1}{2}$ yards of material at least 35 inches wide. Price 12c.

7863. Girls' Dress. Designed in sizes: 8, 10, 12 and 14. Size 12 requires 2 $\frac{3}{8}$ yards of 39-inch material. Collar and belt of 35-inch contrasting material requires $\frac{1}{4}$ yard. Price 12c.

7515. Girls' Dress. Designed in sizes: 6, 8, 10 and 12 years. Size 8 requires 2 $\frac{1}{3}$ yards of 29-inch material if made with capelets. Without capelets 2 yards. The tie belt of ribbon requires 2 $\frac{3}{8}$ yards. Price 12c.

7868. Girls' Dress. Designed in sizes: 1, 2, 3, 4 and 5. Size 3 requires 1 $\frac{3}{4}$ yard of 35-inch material if made with capelet. Without capelet 1 $\frac{1}{4}$ yard. To trim, as illustrated, requires 1 $\frac{1}{2}$ yard of lace edging for the capelet and 2 yards for the skirt. The bow at the neck requires 1 $\frac{1}{2}$ yard of ribbon. Price 12c.

7642. Girls' Coat. Designed in sizes: 2, 4, 6, 8 and 10 years. Size 6 requires 1 $\frac{3}{8}$ yard of 54-inch material. To line coat requires 1 $\frac{3}{8}$ yard of 35-inch material. Price 12c.

Favorite Recipes

Corn Sticks. Sift together one cup of corn meal, three-fourths cup flour, three teaspoons baking powder and one-half teaspoon salt. To one-half cup hot boiled hominy, add one-fourth cup butter, one cup milk and one well beaten egg. Combine the two mixtures and turn into buttered stick pans and bake in moderate oven twenty minutes.

Raised Waffles. Scald one and three-fourths cups milk, add one teaspoon salt and one tablespoon butter. Let cool until luke warm, then add one-fourth yeast cake dissolved in one-fourth cup warm water and two cups flour. Beat well and let rise over night. In morning add two eggs well beaten and bake in waffle iron. If whole yeast cake is used, the mixture will be ready to use in about two hours.

Rice With Cheese. One cup rice steamed with one tablespoon salt. Put a layer of rice in pudding dish, dot with butter, sprinkle with grated cheese and a dash of cayenne. Repeat until the rice and one-fourth of a pound of cheese are used. Add milk until it rises to just below the surface, cover with buttered crumbs and bake until cheese is melted and blended.

Rice A la Riston. Chop one small head of cabbage and add two slices of bacon chopped fine. Cover and cook slowly in frying pan thirty minutes. Then add one cup of cold boiled rice, chopped parsley and salt and pepper. Pour over one-half cup thin white sauce and cook slowly fifteen minutes.

Toasted Cheese Rolls. Cut fresh bread in very thin slices and remove crusts. Cream butter and American cheese together until thoroughly blended. Season with salt and paprika. Spread the bread with this mixture and roll each piece separately. Toast under the gas flame or over a clear fire, watching closely to prevent burning. Serve hot with salad for luncheon.

Dinner Salad. Slices of canned pineapple cut in halves and arranged on lettuce leaves. Work together cream cheese and French dressing until soft, then force through potato ricer over the salad. Serve with French dressing or mayonnaise.



ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

Twin City Terminals

Mechanical and Store Departments

N. A. H.

MESSRS. William T. and Joseph Nelson, brothers, passed away within a very short period of one another, a matter of 16 days only, during the month of March, both having been connected with the Milwaukee for many years in the capacities of Roundhouse Foreman and Engineer.

Mr. Jos. Nelson, who was an engineer on the River Division in passenger service, died at his home in Minneapolis after a short illness. Mr. Nelson entered the service of the Milwaukee as an engineer on the River Division on October 31st, 1895, and was in continuous service until the time of his death. "Joe" was a quiet, unassuming fellow, who leaves a host of friends to mourn his death.

Mr. William T. Nelson, former roundhouse foreman at Minneapolis, died at his home in Minneapolis. Mr. Nelson entered the service of the Milwaukee at Racine, Wis., in May, 1867, as a machinist apprentice. Shortly after completing his apprenticeship, Mr. Nelson came to Minneapolis as roundhouse foreman, which position he held for a period of 26 years. Due to ill health, Mr. Nelson resigned from this position in 1906. After regaining his health he was appointed to the position of gang foreman in the back shops and assigned to the so-called dead gang, which position he held for several years; but due to ill health he was again forced to resign and accepted a position as machinist in the back shop, from which he retired on a pension six years ago. "Bill," as he was familiarly called, leaves a host of friends to mourn his death, and the Company has lost in the passing of these two brothers two faithful workers, and our heartfelt sympathies are extended to their families.

The University of Minnesota rifle team is the present holder of the National Intercollegiate Championship, having recently won this distinction in competition with other college teams of the United States. The score was 1,374 hits out of a possible 1,500 and is 17 points higher than that made by the U. S. Naval Academy, which took second place.

Paul Hauser, son of Roundhouse Foreman H. M. Hauser of Minneapolis, is a member of the team. The team is in charge of Capt. Waelies of the U. S. Army and is coached by Sergeant Ernest R. Mylke, also of the Army.

Myron Ubl, son of River Division Engineer George Ubl and Gopher football halfback for the University of Minnesota, was compelled to return to the hospital due to injury received while playing football last fall. At this writing he is awaiting word of release from the hos-

pital, and we sincerely hope he will progress and be with the team next fall.

Mr. Richard Humphrey, engineer for the Minneapolis Eastern and formerly of the C. M. St. P. & P. Ry., has been in poor health since the first of the year, not regaining his strength after being confined to his home with the flu.

Mr. Henry Seyfried, engineer on the River Division, is spending a few weeks in Chicago visiting his daughter.

Mr. John Hagen, engineer on the River Division, has been laying off for some time, due to poor health.

Mr. E. Z. Hermansater, formerly of Minneapolis, paid us a visit recently. He has moved to Milwaukee to make his home.

We wish to extend to Mrs. Smythe, stenographer in the Car Department, South Minneapolis, our sympathies, due to the death of her sister.

Wisconsin Valley Division Notes

Lillian

"THOSE who are quite satisfied sit still and do nothing, those who are not quite satisfied are the sole benefactors of the world."

—W. S. Landor.

Thursday evening, March 30th, members of the Milwaukee Railway Women's Club, together with their husbands and guests, enjoyed a social evening at cards. Bridge, five hundred and schafskop were played and a delicious lunch was served after the games. Gatherings of this kind are looked forward to and I am sure the HUSBANDS always feel well repaid for their efforts in inducing their wives to accompany them, and it is hoped that more of these gatherings will be held in the future.

Mayor Frank Theiler of Tomahawk died Monday morning, April 3rd, at 1:30 o'clock, at his home in Tomahawk. Funeral services were held Thursday morning, April 6th, at 10:00 o'clock, at St. Mary's Church at Tomahawk, burial taking place in that city. Mr. Theiler was born in Wausau and was a brother of Mrs. Charles Lattimer. He had a host of railroad friends and expressions of sympathy are extended to the bereaved family.

Mr. Matt LaSage is under medical treatment at the Madison hospital. He expects to return home for a short time soon, but will return to Madison for further treatment after recuperating for several weeks.

There was a joint Safety First Meeting held at New Lisbon Wednesday evening, April 5th. The meeting was well attended and the usual interest was shown.

The sudden death of Isadore Livernash, who passed away at New Lisbon on March 15th, was a shock to all, as he seemed in apparent good health when he took his usual run out that morn-

ing as passenger brakeman on train No. 106. The remains were brought to his home at Wausau for burial, which took place at St. James Church Saturday morning, March 18th. The division employes extend sympathy to Mrs. Livernash and family.

Announcement of the engagement of Miss Rosemary Stange of Merrill to Dr. F. C. Lane, son of Mr. and Mrs. Thomas Lane was made at a tea given by Miss Stange. The marriage will be an event of late spring.

Mr. and Mrs. M. E. Millard have returned from their visit in Texas, Mexico, California and Washington. They spent about six weeks and report a most enjoyable time.

Mr. "Joe" Mercedes, who is the organizer of the Heart 'O Lakes Association, was on his way to Minoqua April 5th, where he will spend a week or ten days getting things in shape for the season's advertising campaign.

The "RAY OF HOPE" which has gleamed but faintly is growing brighter and brighter, slowly but safely, and without doubt there is every indication that this is true. Orders for paper are coming in and all of the paper mills are very hopeful in expressing themselves as much pleased with the prospects for increased business. The merchants, too, are enjoying better business than for sometime, and a great deal of confidence has been restored.

Mr. A. G. Shrake, train baggageman, departed for Los Angeles, California, April 4th, and will stop at Albuquerque, Mexico, where he is interested in sulphur mine operations.

The observation-dining car operating on the Valley Division is meeting with much favor among the patrons. Mr. L. F. Speed, steward on trains 105 and 106, and Mr. G. W. Laws, steward on trains 115 and 156, render every courtesy and have received much comment on the hospitality shown their guests. The car has all the home comforts one can wish for, and the meals and lunches served are excellent.

Chief Clerk J. L. Brown is arranging a fishing trip, but at this time the plans are not fully completed. However, he is positive the catch is going to be one of the finest ever displayed in quantity, quality and size; sure thing.

Iowa and S. M.

V. J. W.

MILWAUKEE employes attending the World's Fair will take pride in knowing that at least one of the exhibits is the work of a brother employe. Mr. E. J. Vollmar, Express Messenger on the SM Division, has the honor and distinction of being the first exhibitor to have his application accepted for exhibits in the "Wisconsin House" at the Fair. Painting is one of Mr. Vollmar's hobbies. His pastels consist of modernistic, fruits, flowers

and scenery. The magazine joins with his many friends in congratulating him.

Dispatcher C. M. Aughey expects to be back to work the latter part of April. He has been off the past month undergoing treatment at Ann Arbor, Michigan. Dispatcher Wm. Ende has been relieving in Mr. Aughey's absence.

President Scandrett and party passed through Austin the evening of April 10th, en route from the Dakotas to Chicago.

Agent B. E. Halverson of Easton has been off sick a week the first part of April. Harry Wilson has been relieving him.

Engineers John Ryel, Chas. Gillice and John and Oscar Ober have returned from winter vacations in California.

Mrs. Tom Bowler expects to leave the latter part of April for a visit with her parents in California.

Engineer Ed. Draper is the proud possessor of a new "Olds" and Cashier G. B. Williams is displaying a new Graham.

Engineer Matt Lang has purchased a beautiful farm home near Austin and took possession April 1st. On Matt's nights off he will still be able to check up on the boys as they rattle through the Turtle Creek Sag.

Traveling Engineer Thomas McFarlane has also purchased a beautiful new home on South Kenwood Avenue and expects to move in about April 15th.

Conductor M. J. "Mike" Killoren is the proud possessor of a 40-year service button.

We also understand that Section Foreman Jas. Cawley of Rose Creek was recently presented with a 50-year service button by the Veterans' Association. Mr. Cawley started work for the Milwaukee April 1, 1833, and was made foreman September 1, 1839. We are informed that he is the oldest man in years of service in the Track Department on the old I&M Division.

Conductor Geo. Johnson has been quite ill since late in March, but is now able to be out and around again.

I. & D. Division Items

M. G. B.

MR. C. H. TOOMA, switchman at Mason City, was temporarily on the rip track during the middle of March, being in the Fairview Hospital in Minneapolis. We see, however, that he is up and about again.

We were pleased to hear that Lyell Shellenbarger, who worked in the Engineering Department at Mason City and who was laid off on account of force reduction, had been awarded a Stratheona Fellowship to Yale University. Here is luck to him!

A staff meeting was held at Mason City the latter part of March, all members of the staff being present. The subject of Safety First occupied all of the morning, and the afternoon was devoted to general topics.

Some people just can't stand prosperity! We see Jack Burns sporting a new V-8, a beautiful maroon shade. Hear it is fully equipped, radio and everything. Jack is so used to news off the air, he just can't get along without it.

The rip-rap boys are at it again, for further details to their activities (if they are putting it out) ask Hub Wuerth and Al Bahr.

Mrs. Amelia Larson, who was injured in the train wreck near Roundup, Mont., some time ago, has returned to Mason City. We are glad to hear that she is improving.

Mrs. Mary Sullivan was called to Chicago the first part of April on account of the death of her sister.

Frank Brackett, who makes our division a visit now and then, was in the division offices at Mason City April 14th.

Advocates of the beer bill would be most pleased if they could see all the cars of grain, etc., moving as a result of the nation's thirst.

Mrs. W. F. Ingraham went to Chicago April 12th to attend the celebration of her father's 85th birthday. There was a birthday party

We were indeed sorry to hear of the sudden death of Miss Ruth Hallman, 17-year-old daughter of Conductor Hallman. Ruth was a senior in the Austin High School and passed away April 11th at St. Olaf Hospital after only a few days' illness with pneumonia.

Cashier Woods of Montgomery is taking an indefinite leave of absence, due to ill health. We most assuredly hope for his speedy recovery. M. L. Olson of Lime Springs is relieving him.

Conductor Bob Byers played the leading role in a modern Paul Revere scene which was enacted in Chester, Iowa, in the early morning of April 6th. As No. 761 pulled into Chester that morning the crew noticed a fire had broken out in the elevator, so Bob commandeered a steed from a nearby barn and rode gallantly through the village arousing the natives. Engineer Dan Dovenberg also had ideas of how to wake a sleeping village and blew a series of blasts of the whistle. Aside from waking up the town, his efforts also frightened the steed and unhorsed the "budding Sande." The village fire department discovered that they not only had a fire to put out, but also had a "pinto" to round up.

Mrs. Harnoss, wife of Agent Medford, has just returned from a visit in Long Beach with a large collection of pictures and a very vivid recollection of the earthquake.

Due to recent changes in train schedules, there is considerable moving around among the train and enginemen. Crews on the Decorah Line have moved out of Calmar, which is the first drastic change on that line since 1867.

News of 25 years ago today (April 13th) makes mention of the fact that Engineer Thomas McFarlane of Austin had been notified to take a mammoth consolidation engine to Lind, Washington. It adds that this would perhaps be the longest continuous run made by one man with an engine, a distance of over 2,500 miles.

given her father, the Rev. Frederick Ring, at the Norwegian-Danish M. E. Church in Logan Square, at which Mrs. Ingraham rendered several vocal solos in honor of the occasion.



T. J. Hamilton

"T. J." started railroading at Mason City, Ia., as a Machinist's helper. He was promoted successively to locomotive fireman and Engineer, Road Foreman of Engines, Master Mechanic, Asst. Supt., and other official positions. He has worked on practically every division of the road. Mr. Hamilton has belonged to the Brotherhood

of Locomotive Engineers for 44 years.

In 1917 Mr. Hamilton was appointed a Captain in the 31st Railway Engineers and served overseas until the end of the war, and we gather around when he tells of his many interesting experiences in France.

Many more birthdays, "Uncle Tom."

Coast Division

C. C. C.

MR. BEN. HIDDLESTON, for many years an Extra Gang Foreman on the MILWAUKEE, passed away April 2nd after a long illness. Mr. Hiddleston was a very capable man in track work, a congenial and loyal employe. To his wife and other members of his family we extend our sympathy.

Mr. George Freestone, Depot Ticket Agent, Tacoma, is at home recovering from an illness of several weeks in St. Joseph's Hospital. Carl Tveter is working in Mr. Freestone's place.

Mr. Charles Lenon, our "genial" Agent at Raymond, is laying off due to illness and C. P. Miles is working in his place. We hope for a speedy recovery for "Charlie."

Miss Gertrude Alden, formerly from Spokane, has joined the Milwaukee Family at Tacoma, displacing Mrs. Clara Carrotte in the Superintendent's Office. One of the first things Gertrude did after arriving in Tacoma was to purchase a pair of galoshes and an umbrella, and while she wouldn't admit it, we think she is beginning to like our rain. Of course these Spokanaites never tire of telling us of the lovely sunshine they have in Spokane, but they will like our rain, too, in time.

Mrs. Ruth Fullerton has returned to her home after a serious operation in St. Joseph's Hospital. Ruth held the lucky number on the quilt that was recently raffled off by the Tacoma Chapter of the Women's Club, and it was taken out to her home the very day she arrived home from the hospital. Ruth was so elated over winning it she almost forgot she had been ill.

We noticed in Dispatcher Whittemore's office a sign which read: "Wasn't the depression terrible?" And we realized it was terrible, but now things are on the upward trend. Spring is here and along with it the usual calls of the automobile salesmen. Eddie Herzog has a new Graham-Paige car and we see others looking over the new models.

C. M. Biggs, for many years a Conductor on the Idaho Division, is now confined to the Pierce County Hospital, at Tacoma, Washington, and it would cheer him up greatly if his old friends on the road would write him a letter. And those in the vicinity of Tacoma can visit him any day during visiting hours at the above hospital.

Mr. G. Tornes, Superintendent of Bridges and Buildings, with headquarters in Chicago, was on a tour of inspection early in March, calling at the Division Engineers Office, Tacoma.

Ed. Johnson, wife and daughter left the early part of March for New York, where they will spend some time visiting friends and relatives. Mr. Johnson is employed in the track department at Park Junction.

Mr. Harry Wilson, section foreman of Park Junction, has been confined to the hospital for some time, and it will be several weeks yet before he will be able to return to work. His place has been filled by James Cole.

Joe Constantina, popular young bridge carpenter, recently returned from California, where he has spent several weeks visiting a long lost brother. In the meanwhile the bridge gang has been staggering along the best they can without Joe.

Talk about a clock fixer (not a clock watcher) ask H. C. Davis. He had the clock in the Roadmaster's office scattered all over the division, the other day, but when he got it put together, it has been running as it never did before. H. C. still has enough parts left to make another small clock.

Mr. Earl Kneasal from the TM Division, is on the Coast rechecking cross ties together with Mr. Musson and Roadmasters for summer renewals. Mr. Kneasal will act as General Foreman in charge of tie renewals on Coast Division this summer. Mr. Kneasal comes from Lavina, Montana.

Our friend Chas. Negley of the Superintendent's office recently met with an accident. He was struck by a passing automobile when on his way home a few weeks ago, but is getting along nicely and is again on the job.

The largest baby in Lewis County was reported, with the birth of a baby boy that tipped the scales at exactly 14 pounds. The parents are Mr. and Mrs. James Boland of Chehalis. Mr. Boland is Section Foreman and the Milwaukee Railroad is proud of our Jim.

Union Street Chicago Chatter *By the Senator*

HELLO, Everybody! The Editor has received several inquiries about the "Eating Contest" that closed last month. He was asked who would have furnished the food for the many hungry mouths had Gussie been challenged. As long as the correspondent was running the contest, it is natural that he would have donated the food, but it's too late now, girls. REMEMBER, IT'S TOO LATE.

Almost daily one reads or sees pictures in our newspapers about the latest creations from Paris as to what the well-dressed girl should and should not wear for afternoon or evening affairs, but it was up to the local girls to show what the well-dressed girl should wear at the office. Etta Bernstein and Mathilda Nauheimer are the girls who are setting the pace at Union Street. Etta appeared one morning in one of those new plaid creations. The smock is form-fitting with a high square neck which can also be opened to a V-shape to please the individual's taste. The sleeves are of the puffed type with an elastic band on the wrist. Someone asked Etta the purpose of the elastic band, to which she said, "Well, you see, every morning I blow air into the sleeves to create the puff effect and the elastic serves as a stopper to prevent the air from coming out."

Mathilda's smock is very much on the same order, with the exception of the sleeves being of the plain type. Mathilda says she keeps her sleeves rolled up all day anyhow, so why get puffed ones. Next time you buy a smock, Tillie, get one with short sleeves.

As this article is being written another girl has just burst forth with a new smock. Emily Parks is the newcomer. Her idea is a sort of blanket affair that covers her from head to foot, and what a color! Boy, it just dazzles the eye. The Out Freight Department will have to keep the shades drawn until the shine on the smock wears out.

Considerable commotion was caused the other day at one of our Local Lunch Parlors by Ray Hoffman, when he christened Adolph Monerde with cream, saying at the same time, "I name thee Cream Puff." This is how it all came about: Adolph was sitting back on his chair, having finished his lunch, and was watching Ray, who was trying to locate the apple he had ordered in a dish full of cream. Unable to locate the missing fruit, Ray looked at Adolph for his assistance. Adolph suggested that perhaps the management had misunderstood his order and had given him apple seed instead of the apple. "Put some of that cream in my dish and we will see what's left." Ray, with his boarding house reach, extended his arms across the table and started to pour the cream into the empty dish. Suddenly there was a splash as the missing apple made an end run around Ray's guard and fell into the partly-filled dish, causing the cream to splatter into the direction of Adolph, who tried to beat a hasty retreat, but being slow-footed, only partly succeeded.

Attention ~ 13th RAILWAY ENGINEERS!

4th ANNUAL CONVENTION

•
Veteran's
13th
Ry. Engineers
—
Ladies
Auxiliary
•

Place—LA SALLE HOTEL,
Chicago, Illinois

Date—JUNE 17, 18, 1933

Remember the date—make your plans accordingly to get together after sixteen years when we had our first Army experience in this City!

Bring your wives and sweethearts—they made the first three conventions a huge success!

THE CENTURY OF PROGRESS will be going full blast. Come to Chicago and take in THE BIGGEST SHOW ON EARTH!

No excuse will be taken for anyone on the Seniority List of the Milwaukee R. R. not attending this Convention. You owe it to yourself and your family so they will not forget that they are a part of an Organization which was the greatest outfit in France!

Keep this Organization alive—it has a wonderful start!

The Presidents of the six Railroads that were interested in this Regiment have been invited to attend a dinner on the night of June 17th, and have signified their intention of being present if possible. We can rest assured if they are not present they will have someone to represent them.

Yours truly,
C. L. WHITING

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

John Tuohy, Union Street's hard working Checker, will experience two great moments in his life on April 22nd and 23rd, on which days his son, the Reverend James Joseph Tuohy, will be ordained to the Holy Priesthood by his Eminence, George Cardinal Mundelein, and will read his First Solemn Mass Sunday, April 23rd, at 11:00, at the Church of St. William, with reception at the home Sunday evening. We, of Union Street, wish his Reverence great success in his new undertaking, and to you, John, congratulations.

See you later.

Splinters from the Wooden Shoe *Browsing*

AN INVITATION TO THE PUBLIC
THE HARTBURG ASSOCIATION OF
COMMERCE extends to the public a cordial invitation to the GRAND OPENING June 21, 1933.

HARTBURG is located on U. S. Highway 57, midway between Hilbert and Forest Junction, Wis. Has a forest of virgin timber to the south and the wonderful Manitowoc River to the north, the MILWAUKEE ROAD to the east and a rich farming country to the west.

The first settlers were Irish, then came a few Germans, followed by the Swedes, all driven from the big cities by the depression and shortage of good beer, whiskey and snuff, and found what they were looking for in this Arcadia, and with their feet in the mud and their heads on high, they all joined hands and agreed to help each other out.

But listen, folks, this is only the beginning. Come and get a choice lot and build a home in this wonderful location, where the French canaries sing you to sleep and the Milwaukee Road Flyers wake you up.

We have great prospects of being the largest city in Wisconsin, for the U. S. Government engineers have just completed the survey for deepening the Manitowoc River to permit ocean boats to dock at our doors just as soon as the St. Lawrence waterway is opened. Ford owns the forests and is planning on moving one of his sawmills here to cut the timber. The Milwaukee Road is planning on opening offices for the Traveling Engineer (the father of this great city) and Roadmaster so that these men can keep in personal contact with the shippers and supply them with a good line of entertainment and lots of bunkeroo.

Be sure and visit the Tavern at Hartburg, it has just been completed and is a model of what a place of this kind should be. The proprietor has a charming personality and makes you feel that Happy Days are just around the corner. Get on the HARTBURG BAND WAGON and blow your horn, for the big day will soon be here. Bring your baskets and help us pick up the horsefeathers.

The speaker of the day has not been selected yet, but so many requests have come in to have the father of the city given the honor that eventually he will be asked.

THE COMMITTEE

If there is anything more you wish to know about the above invitation, we suggest that you take it up with Roadmaster Carlson or Traveling Engineer Hart, as they are the main stay of this great metropolis.

The Division Freight and Passenger Agent's office has been moved from Green Bay. G. C. Hiltel and Frank Hagendorn are now employed in E. A. Lalk's office at Milwaukee. Joel Bronoel and Harry Held are still on the Division. We are sorry to lose our DF&PA, Mr. Hiltel, but know that we will continue to see a lot of him, as he surely will be up in this territory often.

Brakeman Elmer Busse came into the office the other day busting the buttons off his vest, and when questioned about it says that he is now grandfather. Congratulations, Elmer!

We are all glad to see Night Roundhouse

Foreman Roy Downs back on the job again after being off for some time due to an automobile accident.

We notice the old familiar names such as Schlitz, Miller High Life, etc., spotted outside the office, and we understand that the amber fluid is flowing freely around the city of Green Bay.

Kansas City Division C. M. G.

F. L. King and wife, Savanna, were visitors in the home of Engineer Cogswell, Ottumwa, weekend of April 2. Mr. King made a call at the office of superintendent to say "hello"—we were glad to see him and hope he comes again.

Switchman J. Neylon, West Yard, was off duty for about ten days the latter part of March account having the "flu."

J. A. Mooney of the district accounting office, Chicago, made a short visit in the office of superintendent on March 25th while passing through Ottumwa en route to Missouri.

The death of Mrs. Clarence Chism occurred on March 22nd at her home on Frank Street. Mrs. Chism had been ill with tuberculosis for several years. She is survived by Mr. Chism and one daughter.

Harry F. Pile, who was employed as second shift roundhouse foreman at West Yard for about ten years, left the Kansas City Division on March 16th for Savanna. The employes of the roundhouse presented him with a traveling bag before his departure, as a token of their esteem. He has the good wishes of all Ottumwa co-workers and friends.

Annual Midwest Union Association meeting in Omaha, Nebr., on April 11th, 12th and 13th, was attended by C. L. Stutsman, engineer, who went as a delegate from Ottumwa Division 538 of the Locomotive Engineers.

Mrs. W. C. Givens, sons Bill and Norman spent the Easter vacation visiting with relatives and friends in Sioux City, Iowa.

Chief Dispatcher L. H. Wilson and Mrs. Wilson celebrated their second wedding anniversary on April 8th at their home on Vogel Avenue, Ottumwa. Entertained guests at dinner, including Mr. and Mrs. Stucker, Ottawa, Kans., parents of Mrs. Wilson.

R. O. Clapp, dispatcher, spent a week visiting in Minneapolis in the home of his granddaughter, Mrs. George O'Gar.

La Crosse-River Division Items *Eileen Story*

DO YOU believe in signs? Of course you do.

Ever see the one on a dry cleaning laundry truck that reads: WE CLEAN EVERYTHING BUT FISH?

The one on a milk truck, reading: THIS TRUCK CONTAINS ALL KINDS OF MILK?

One on an oil truck that reads: KEEP OFF?

On a fish market, a sign on one window reading: SMITH BROS. LOBSTERS, on the other: SMITH BROS. OYSTERS?

But the sign we love best is the one reading: THE MILWAUKEE ROAD.

On the morning of April 12th, as train No. 67 was passing the station at Oconomowoc, Operator S. M. Fiddler noticed something wrong with one of the cars in the train, took necessary action to have the train stopped immediately, and on inspection by the train crew it was found that there was a broken arch bar on one of the cars in the train which made it necessary to set the car out at Oconomowoc. Had it not been for the interest of Operator Fiddler in watching the passing train and then taking action to stop it quickly, we probably would have had a very serious derailment.

Art Reifenstuhls' Doberman, Rowdy, caused him a few uncomfortable moments in the office the other day, and Rowdy is still at a loss to know why she was punished.

EVERYONE SHOULD HAVE A BANK ACCOUNT

We Solicit the Patronage of
MILWAUKEE EMPLOYEES

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

GET THE SAVING HABIT

MERCANTILE TRUST & SAVINGS BANK of Chicago

Opposite the Union Station
Jackson Boulevard and Clinton Street

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St. Paul & Pacific Railroad Company

HENRY X. STRAUSS

Chairman of Board, Meyer & Company

Another of our old Vets has left us to take his place on the Diamond Special and join the Grand Parade. Operator Fred Haker passed away suddenly from an attack of heart failure at his home in Tomah Friday, Friday March 25th. He was sixty-six years of age with a service record of forty-seven years. Surviving are his wife and brother August, and several nieces and nephews. Funeral services and burial at Tomah.

Mr. F. P. Miller, Division Master Mechanic, has been confined to his home in Portage by illness.

During the heavy snow storm we had the last of March, Dispatcher Jack Blossingham went home one evening to find his landlord shoveling the walks, and by way of conversation Jack said, "It is too bad that you haven't another shovel." Landlord: "I have."

On April 2nd at Minneapolis occurred the death of Mrs. Wm. Witte, Sr., mother of Operator H. D. Witte of Wabasha. She had reached the age of 92 years and for the past 82 years had been a resident of Minnesota. We extend our sympathy to her three sons and daughter.

Operator Charles Higgins is relieving Operator Art Bernie at Tomah, who is on the sick list.

Mrs. H. F. Gibson is recovering nicely from her recent operation.

Stanley Taylor has been buying books and books of stamps and showers of flowers and candy are falling in somebody's lap, all going by wire.

Seattle General Offices

Claire E. Shappee

THE whole Milwaukee family was deeply grieved to learn of the sudden death of little Jackie Webb, age 8, son of Chief Yard Clerk Jack Webb. The entire Seattle Milwaukee force along with Jackie's school boy friends attended his services on April 1st.

Our little friend was a real boy, a pal among us all, and each one will miss him terribly.

Our deepest sympathy goes out to Jackie's mother, the former Miss Mary Cathey, who was Disposition Clerk at the Local Freight office for many years.

THE MILWAUKEE BOWLING LEAGUE OF SEATTLE

Final Scores

Accounting Department25	17
Engineering Department21	21

First National Bank OF Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific
Railroad, on Puget Sound

Established more than forty years ago
Pays interest on savings deposits at 3½%
1892 - 1933

MORE TONNAGE

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

Terminal delays are reduced, train movement is speeded up; fuel and water consumption costs are cut and lubrication is improved.

Bird-Archer water treatment engineers and laboratories are always at your service.

The Bird-Archer Company

New York Chicago Philadelphia
THE BIRD-ARCHER COMPANY
LIMITED, MONTREAL

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

Local Freight	20	22	
Yard	18	24	
1. Notske	42	7,473	178
2. Ward	36	6,291	175
3. Villata	36	6,290	175
4. Irwin	39	6,659	171
5. White	42	7,076	169
6. Whittenberg	42	7,027	167
7. Garvey	36	6,011	167
8. Frenck	21	3,412	163
9. Chapman	42	6,808	162
10. Williams	33	5,238	159
11. Edwards	33	5,232	159
12. Smith	36	5,597	155
13. Cox	42	6,356	151
14. Wylie	33	4,921	149
15. Crane	21	3,129	149
16. Medley	21	3,117	149
17. Anderson	42	6,178	147
18. Mumford	30	4,306	143
19. Wiegand	42	5,883	140
20. Weeks	21	2,812	134
21. Long	6	778	130
22. Axelson	30	3,007	100
(2)			
Whittenberg	163	186	142
Cox	169	155	147
Wiegand	139	156	131
Anderson	152	126	158
Handicap	13	13	13
TOTAL	636	636	591
(1)			
Crane	151	153	142
Chapman	183	166	138
Smith	162	162	157
Wylie	199	147	134
TOTAL	695	628	571
(0)			
White	143	164	148
Axelson	105	97	116
Medley	164	151	125
Dummy	135	135	135
Notske	161	224	184
Handicap	27	27	27
TOTAL	735	798	735
(3)			
Omeara	129	154	150
Mumford	135	159	156
Williams	140	156	174
Edwards	183	183	166

Ward	159	171	203
TOTAL	746	823	849
Hi 10 Notske	238	Hi 10 Eng. Dept.	1,012
Hi 30 Notske	659	Hi 30 Eng. Dept.	2,855
2nd Villata	236	2nd Eng. Dept.	945
2nd Irwin	620	2nd Yard	2,574
M. P. NOTSKE, Secretary.			

Iowa (Middle and West) Division

Ruby Eckman

A GENT C. A. CASE of Manning station was off duty a few days in March on account of the death of his mother.

William Reel, son of Car Man John Reel, was not seared out by the earthquake in California, as he made a trip to that state when he had a short vacation from his work in March.

Friends on the Iowa Division were grieved to hear of the death of Charles Warner, one of the younger Iowa Division engineers, which occurred in the Perry Hospital March 30th. Charles had been sick only a short time. Another death which occurred in the railroad family on March 30th was Conductor G. T. Burnham, who had been ill for about four months. Both employes were buried in Perry.

Friends in Perry learned the latter part of March of an injury which Mrs. Dave Jackson sustained. The Jackson family moved from Perry to Minneapolis when the condition of Mr. Jackson's eyes prevented him from following railroad work. Mrs. Jackson fell at her home and broke both lower limbs. Dave, who was an old time Iowa Division engineer, has been bed fast for over two years.

Conductor Edward Green was called to Kansas City the fore part of April by the death of his brother. His son Earl accompanied him on the trip.

Engineer W. H. Young and wife were called to Janesville the fore part of April by the death of Robert Young, a Milwaukee machinist, who died at the hospital in Madison.

E. V. Bartle, agent at Churdan, had a chance to get acquainted with the Perry office force in April when he came in for the special eye sight examination.

Conductor and Mrs. Arthur Cate were advised of the arrival of another grand daughter in their family. The little miss was welcomed into the home of Mr. and Mrs. Verto Reichert

in Marion. Mrs. Reichert is a daughter of Conductor Cate and wife.

Engineer and Mrs. L. K. Owens of Marion stopped off in Perry for a visit with their daughter, Mrs. O. G. Emerick, when they returned from San Bernardino, Calif., where they had been to attend the funeral of their son Alvaro, who was killed.

Mrs. Mary Leonard, aged 92, mother of Engineer Wesley Leonard, died March 21st at the family home in Perry following an illness extending over a period of seven weeks.

The Easter vacation was not a very pleasant one for Richard Balsbaugh, son of Engineer Orville Balsbaugh, as the young man had an operation for the removal of his tonsils during the vacation from school.

Engineer George Lyons has been on the sick list for a few weeks.

Mrs. A. J. Kressen and daughter Audry spent the Easter vacation with relatives in Milwaukee.

Perry high school was honored by having a large number of their contestants in the annual state district music contest win high rankings. Among the young people in the Milwaukee family who took part in the contest were John Wicheal, who rated "excellent" on the tuba and also the piano. Ledine Lee, granddaughter of Wm. Lee, was a soprano solo contestant; Charles Stromquist, son of a machinist, played the baritone horn; Ronald Smith played the trombone; Miss Wilma Conner, the clarinet; Miss Dorothy Swift, the violin, and Miss Wilma Krasche was a member of the vocal group.

Lester Jones, brother-in-law of Conductor S. E. Buckley, died the fore part of April after an illness of a week.

Mrs. E. E. Clothier, Sr., mother of Engineer Elmer Clothier, died at the family home in Des Moines April 9th after a four weeks' illness. Mr. Clothier, Sr., was for many years Chief Carpenter for the Milwaukee, having retired a few years ago. Funeral services were held at Mitchellville and burial took place at Olin, Iowa. Beside the son Elmer at Perry, there is another son, Clieo of Chicago.

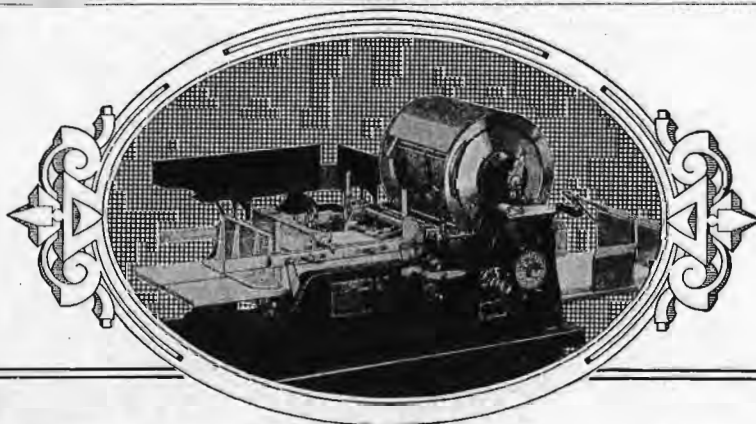
W. H. Armstrong, who was Roadmaster at Perry, having charge of a part of the Des Moines Division for a while, was transferred in March to Janesville, Wis. The territory he held was divided between J. A. Cherwinker and L. Anderson. Mr. Cherwinker takes Clive section and the Boone line and Mr. Anderson the balance. Mr. Armstrong got out of the customary job of moving, due to wash out troubles on his new territory, so Mrs. Armstrong had to do the moving job alone. Conductor E. B. Oehler drove the "Chevey" to Janesville for Mrs. Armstrong. Folks at Perry were sorry to see the family move.

Roadmaster Jim Cherwinker of the West Iowa Division thought he had encountered all the obstacles which come in the path of a section foreman or roadmaster, but the fore part of March he had a new experience. Jim was making a trip over the division alone on a nice, new, red motor car. A big, black barnyard animal which had gotten out of a barn lot came up on the right of way and blocked Jim's path and no amount of talk would scare the animal half as bad as the roadmaster was seared. The result was the motor car was put in reverse and operated at top speed back to a station, and when Jim learned the owner of the animal had tied him up he proceeded on his trip.

E. M. Baylis, section foreman at Persia, was relieved in March to commence his work for the summer as foreman of the extra gang. He spent some time in March and April making an inspection trip over the territory he will cover during the summer with the extra gang. J. Theulen is at Persia during his absence.

Teacher: "Johnny, tell me the definition of the word 'Widow'."

Johnny: "A widow is a woman who lived so long with her husband that he died."



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.



Iowa Division, Second District

H. H. J.

THOMAS W. HAYATT, agent at Linden, and one of the oldest agents (in years of service) on the Division, passed away at Linden Sunday morning, March 19th. Mr. Hayatt had been in failing health for some time. He served as agent at Luther for many years. Mrs. Hayatt, who has been quite ill, resides with a daughter in Cedar Rapids. Another daughter resides in Des Moines. Funeral services for Mr. Hayatt were held at Adel and burial was at Boone.

Mrs. Will Hartshorn of Marathon (Earl's mother) passed away in Des Moines Wednesday, March 15th. She had been in declining health and had received treatment at Excelsior Springs not so long ago. Funeral services and burial was at Marathon.

Harry Bestor, brother of C. A. Bestor, city passenger agent, Des Moines, passed away in Milwaukee, Wisconsin, the latter part of March. Mr. Bestor had resided in Milwaukee for a good many years. Funeral services were held in Milwaukee.

About the biggest snow of the season, insofar as this Division was concerned, descended on the north end Saturday night, March 18th, and Sunday, the 19th. No. 34 was not operated south from Spirit Lake Monday, the 20th, on account of the heavy drifts. The snow was reported so deep in the business section of Spirit Lake that only the tops of automobiles that had been parked Saturday evening could be seen.

D. A. Meyers, agent at Jolley, has been sort of on the sick list recently and has been relieved by V. C. McGee.

Orville Owens, who has performed faithfully at the Rockwell City station for years, is the new helper at Storm Lake.

We understand that Henry Welsh has progressed so well with his oil and gasoline station on Avenue Frederick Hubbell that he is erecting a second service station near his present location.

Harry Calhoun has been relief agent at Linden pending the appointment of a successor to Mr. Hayatt.

A good many of us are grateful to the Milwaukee Railroad Employee's Fuel and Medicine Fund and to the Women's Club for the assistance extended during this past winter.

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

Florence (Nelson) Ibsen is 100 per cent again (looks 188 per cent at least) and will be glad to have you drop in to see her at Grimes.

Of course, all the boys who have been legitimately ill from the "flu" and other ailments have been accused of partaking too freely of the new 3.2 per cent amber liquid, "green" though it may be.

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

D. H. A.

AGAIN we have a number of changes in railroad circles here. On March 1st the Dispatcher's office was discontinued on main line work, the duties of this office being transferred to Miles City. Chief Dispatcher W. P. Moran remains here as Chief Dispatcher to handle trains on our three branch lines. Mr. H. A. Mosher also stays here as Operator in the Dispatcher's office. Mr. J. P. Rothman has been transferred to Tacoma, H. R. Winship to Miles City, and Steve Fuller has displaced "Ding" Childers as Agent at Watauga, S. D. The Trainmaster's office at Mobridge is also abolished, the duties of this office being handled from Miles City, Mr. Manley being transferred to the Roadmaster's office at Lemmon, S. D. The General

Yardmaster's office is also discontinued and Yardmaster J. L. Caldwell is now foreman of Engines. We are very sorry to lose so many good families from our midst, but we sincerely hope that business picks up and gets so rushing that they will all be brought back here again soon.

Supt. P. H. Nee, W. E. Ring and O. E. Blake have been making a trip over the territory in a motor car on a tour of inspection.

Mr. and Mrs. W. P. Ohern of Wakpala, were called to Graceville, Minn., by the death of Mr. Ohern's sister, Miss Maude Ohern, who passed away on March 1st, after a lingering illness.

The Agents and Operators on the Trans-Missouri Division presented their beloved "Chief," Mr. W. P. Moran, with a beautiful diamond ring as a token of the high esteem in which he is held by his co-workers.

Asbury Childers of Marmarth displaced R. T. Heywood as First Trick Operator at Bowman, N. Dak.

Mrs. Bess Bunker spent the week end at Aberdeen a guest at the H. M. Gillick home.

Mr. and Mrs. L. H. Eastling returned from Harlowton where they attended the funeral of Mrs. Eastling's mother, who passed away at the Lewistown Hospital, following an operation.

The Roadmasters are busy on tie inspection on our Division.

Mr. and Mrs. John Price and daughter, Patricia, are visiting at the home of Mr. Price's parents at Minneapolis. We were pleased to see the beautiful picture of Patricia in the rotogravure section of the Minneapolis Journal on April 2nd.

Car Clerk Edwin Carlson says life is worth living now since the arrival of his better half and little Gene Ann. They are now comfortably settled in the Joe Linda home.

Mrs. Ann Anderson of the Supt.'s office at Miles City visited relatives and friends here April 1st and 2nd.

John Strong, formerly agent at Wakpala, has recently undergone a serious operation at Rochester, Minn., and is convalescing nicely. He is now Ticket Agent for the O. W. R. & N. Ry. at Dallas, Oregon.

Mrs. L. H. Rabun and children spent a few days in Sioux City, Iowa, visiting old friends.

Wade Fuller, who was a patient at the Mobridge Hospital has now fully recovered from his appendicitis operation and is back to school again.

Mr. and Mrs. James Hopper, Mrs. H. J. Stock and daughter Eileen spent the week end in Minneapolis.

It is encouraging to know that we show a fine increase in grain loading over the Division. During March, 1933, we loaded 337 more carloads than during the same month last year. We also loaded 50 more carloads of stock than last year. During April, 1932, we loaded 84 carloads of grain on the Division and for the first seven days of April this year we have so far loaded 156 carloads of grain.

Do Your Overalls Weigh 25% Less After Washing . .

than These Overalls
Made of JELT Denim?

Tougher Yarn and Tighter Weave in Denim
Developed by LEE Make an Amazing
Difference in Weight and Wear of Overalls



HERE'S proof that Lee Overalls of Jelt denim give double wear. They don't get limp after washing like overalls of ordinary denim. The body is woven into this exclusive Lee fabric to stay.

In weight tests of 50 different overalls of the same size—after washing to remove starch and filler—Lee weighs 25% more than average of the other 49.

The reason for this amazing difference is the 572 yards—almost $\frac{1}{4}$ of a mile more yarn woven into one pair of Lee Overalls than you get in ordinary brands. And it's tough super-twisted yarn made of extra long fibre Piedmont cotton. No wonder Lee Overalls give double wear!

With this better denim you get better tailoring, too—triple seams, genuine boat-sail pockets, 100% rust-proofed buttons, corded buttonholes, patented shield back—dozens of other refinements.

Be thrifty—buy Lee Overalls. That's the only way you get long-wearing, wash-proof Jelt denim.

GUARANTEE If you do not find Lee Overalls the longest-wearing overalls you have ever worn, you can get a new pair free or your money back.

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Lee OVERALLS
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17 **VON PLATEN-
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Milwaukee Terminals

M. H.

WE ARE glad to see Yardman John O'Rourke back on the Upper Fowler St. assignment after his winter vacation in Alabama.

Engineer Edward C. Owens has been confined to his home since March 15th with pneumonia. At last reports he was much better.

Dispatcher John Johnson visited with his brother Henry Johnson in Madison several days in March.

Foundryman Charles Wilde visited the State Historical Museum at Madison, Wisconsin, March 30th. He is very much pleased to have seen one of the finest collections of any museum in the world and also to have met Mr. Charles E. Brown, Chief at the Museum, who is the right man in the right place.

Engineer C. E. Mudway returned from Florida March 13th with a dark Florida tan. He has to keep away from the cinder pits, as it is hard to distinguish him from the pit men with his tan.

Engineer and Mrs. Michael Lyons returned to their home March 31st from Los Angeles, California. They were in the earthquake and were glad to get back to good old Wisconsin.

Chief Clerk Albert Smith of the Locomotive Shops was taken sick in March, but we are glad to report him much improved in health. Albert is one of the Old Timers and it takes a man to knock him out.

Engineer William H. (Bill) Kay had the honor of handling the first train of beer at 12:01 a. m. April 7th, with engine No. 8027. Bill gave a little talk over the radio at the Schlitz plant which was a credit to himself and The Milwaukee Road.

Assistant Foreman Jack Forest is on his vacation in California, and General Foreman Abell is busy handling both jobs.

The North Milwaukee Yardmen Dineen, En-

gelhardt and French were fishing at Mud Creek April 10th for muskalonge and report a good catch.

Dispatcher Alfred Kennedy is getting ready for the Century of Progress Exposition at Chicago, Illinois, in June. He is going to see everything there is to see on the grounds, as he has a pass.

Engineer Charles C. Wilson and Dispatcher Joseph Carr are both doing fine, so they report.

Dispatcher Robert M. Nelson returned to work April 8th after a two weeks' illness.

Yardmasters Leaman and Haslam of the Air Line Yard, with Yardman Shannon and Engineer Edward (Uncle Tom) Heth, were fishing at Mud Creek April 9th.

Yardman David Friedman is helping out at Chestnut St. Yard to get the beer moving.

Yardman Frank Haskins, who runs a cheese store on upper Third St., reports that business is good. All he needs, he says, is Fireman Daniel Danahue for chief clerk.

About 450 cars of beer were moved out of Chestnut St. Yards from 12:01 a. m. April 7th to noon April 10th and seven extra crews given employment. Agent Ross is a busy man.

Stanley K. and Harry B., two old friendly enemies, have now buried the hatchet and are planning to go on a fishing trip. It is understood both cancelled the Red Card and are now staunch republicans.

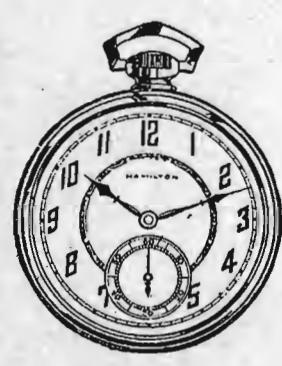
The Chocker is very much concerned as to why he wasn't included in the dance team of Sailor Twins, as both are living on his reputation.

Hastings & Dakota Division
W. J. Kane

FOUR months, just one-third of the year 1933, is behind us, but we have already five reportable accidents charged against this division, along with some minor accidents, all of which should not have occurred. This record is far from good and indicates a great many of us have not, as yet, become safety minded. Practically all of these accidents were avoidable. Let's not have any more this year. To do this every man on the Division will have to be on the alert at all times, obey all the rules and THINK, PREACH and PRACTICE safety. It is the duty of each one of us who observes any unsafe practice on the part of a fellow employe to call his attention to it and see that he corrects it. An unsafe man is a hazard not only to himself but to his fellow workers. We all have had years of experience in railroad work and know unsafe practices when we see them, and a failure to act at the time we notice any such a practice makes us an accessory to the unsafe practices, and may result in killing maiming or painfully injuring a co-worker, who may not only be an associate in our railroad work, but also a close personal friend. I am sure none of us want to be guilty of such a failure. We must not overlook our opportunities to perform our work safely and assist others to become safe employes. One of the surest methods is to set a good example.

At the March meeting of the South Dakota Ship-by-Rail Association, Solicitors H. O. Hep-

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perle and Thad L. Fuller outlined the truck bills presented and passed at the last session of the South Dakota legislature, indicating we have made a good start towards helping to bring back some of the business lost to the trucks.

At the April meeting of the association State Senator Morris Carpenter addressed us, going over the bills passed, and indicating how he felt they would work in actual practice. Mr. John Shedd, traffic manager of Jewett Brothers, wholesale grocers, at Aberdeen, was also with us at this meeting, and outlined their position with reference to the operation of trucks and citing cases where they were responsible for bringing law violators to trial.

Our genial OS&D Clerk, Frank Faeth, of Aberdeen, is in St. Luke's Hospital, having undergone an operation. He is getting along as well as could be expected, and we all hope he will be up and around by the time we go to press. We're all pulling for you, Frank.

Oscar Mattice and John B. Davis are candidates for City Commissioner of Aberdeen. We all wish you could both win.

I understand Billy Kramer had visions of becoming a great financier, but for some reason or other his plans did not work out. Better get some fur-lined shoes before you start out next time, Bill.

Talking about shoes, Bert Johnson, I understand, has been walking the track on tie inspection, and has figured on an especially constructed shoe to decrease his steps per mile and save his sole.

We seem to have quite a few inventors in the Track Department, brought about by tie inspection. Lee Winfrey has an especially constructed chalk for marking ties—it has a handle four feet long.

Train No. 5 stopped at James recently, and in talking with Engineer Bonniwell he explained they had struck a pheasant, which hit the angle cock, turning it, setting the air and stopping the train. Now, I don't suppose we could hardly call this a "fish story."

Engineer Sam Burnell is in the hospital at Minneapolis, having undergone an operation. We have to see you out soon, Sam.

Bill Beckel is "hoofing it" to and from work these days, and his glaring reports of the results have brought about a "plague"; the "contagion" has spread to Frank Faeth, Bill Berg, Jim Keenan, Art Adams, Max Hanson and Ye Scribe. The Bill's and Frank hope it will help them to hook up their belt a notch or two. I forgot "Doc" Crampton, he's on the list, too.

B&B Foreman S. J. Kurzeka passed away at Ortonville April 14th.

Dispatcher Starks is frequently heard addressing persons by the name of Shanghai Doc, Funny Face, Stony Head, Rain-in-the-Face, Mephisto-Feelem (latter sounds like a corruption) and others too numerous to remember. Seems as though "AJ" has the faculty of application. He should be appointed on one of the President's Commissions to change the map of the world and bring about a deal.

D&I Division—First District E. S.

MR. J. J. VAN BROCKEERN, Iowa Divn. Roadmaster, located at Monticello, Iowa, was appointed Roadmaster of the D&I Division with jurisdiction over the territory Savanna to Bensenville and the CM&G, effective March 23, and we welcome the VanBrockerns to the D&I Division.

Announcement has been made of the engagement and approaching marriage of Miss Margaret Hume, employed in E. J. Knoll's office, Chicago, and daughter of Conductor and Mrs. R. W. Hume, to Mr. P. Rice of Elmwood Park. The marriage will take place some time in September.

Miss Ruth Day, graduate nurse of St. Francis Hospital, Evanston, Ill., has gone to New York City for special training in the Bellings Hospital.

Miss Day is the daughter of Iowa Division Engineer and Mrs. A. D. Day.

Mr. and Mrs. Franklin J. Weisner, of Savanna, are the parents of a son born to them April 10th. Mr. Weisner is the son of D&I Division Engineer and Mrs. Weisner. Congratulations are extended to the young parents and proud grandparents.

Mr. Samuel Pulford, former resident of Savanna, died at the family home in Chicago on April 8th and the body was brought to Savanna for interment in the cemetery at that point, April 11th. Mr. Pulford entered the employ of the Milwaukee Railroad at the age of 17 and served this company for 69 years, making many friends during this long term of service. Sympathy is extended to the relatives of the deceased.

Sympathy is extended to Engineer S. Alden and family account the death of Mr. Alden's mother, whose death occurred within a couple of weeks after the death of her daughter.

Sympathy is also extended to Agent and Mrs. A. J. Reinehr, Savanna, account the sudden death of Mrs. Reinehr's brother, Charles Handel, whose death occurred at his home in Flood Wood, Minn., April 10th.

Mr. Lloyd Moore, formerly PFI Inspector at Dubuque, has been appointed as night PFI man at Savanna, and with Mrs. Moore are making their home at the Gydeson Hotel for the present. We welcome them to the First District of the D&I Divn.

Mr. Charles Gradt, former Illinois Division Chief Carpenter, located at Savanna, Ill., sends his best regards to all his friends on the D&I Division. Mr. Gradt now resides in VanNuys, California.

Monday, April 17, General Yardmaster Dahland's force vacated Yard A office at Savanna and are now occupying the new yard office, which is located near Savanna freight house. This yard office will house the forces that were formerly located in the Yard A and C offices and will make for better working efficiency. The office has been fixed up so that it also affords ideal quarters for the switchmen to have their lockers and headquarters.

"Spring Fever" naturally means "Baseball Fever" among the men around the Superintendent's office and they began having their regular work-outs Saturday, April 15th. We still have a lot of the regulars with us and plenty of good material to pick from.

Fullerton Avenue Building A. M. D.

HERETOFORE we have refrained from including obituary notices in this column for the reason that the date of publication is so

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much later than the time when the notes are written. We are departing from that rule, we hope for the only time, to chronicle the passing of an unprecedented number of our best friends. Since the first of the year we have lost in death: M. J. Ryan, Chief Clerk, Aud. Invest. & Jt. Fac., January 9; F. D. Dale, Auditor of Station Accounts, January 12; J. M. Robertson, Clerk, Freight Auditor's Office, February 24; O. P. Barry, Assistant Comptroller, March 29; M. G. Skacel, Auditor, Seattle, April 3; W. R. Shutt, Head Clerk, Freight Claim Dept., April 6.

The obituary of Mr. Barry will be found elsewhere in this magazine and in this column no further comment will be made, except that we have all lost a true friend. Recognition of this fact was shown by the large numbers who came to pay him their last respects. Over four hundred persons inscribed their names on the register provided for that purpose. Among these visitors were a number of ex-employees who had worked with and for Mr. Barry but had left the service many years ago.

Mr. M. G. Skacel, Auditor, Seattle, passed away very suddenly on April 3, in Spokane, Washington, and was buried in Milwaukee, Wis., April 7. "Scotty," as he was known to his fellow employees, will be greatly missed by all who knew him and we wish to extend our sympathy to his family in their bereavement.

Another well known employe, Walter R. Schutt, Head Clerk in the Freight Claim Department, passed away on April 6. Although we have been assured that an article will be included in this magazine giving full details as to his service, etc., we feel that some notice should be given in this column which is published under the caption of the Fullerton Avenue Building, the building in which he gave his services for the past thirty years. We also wish to offer our sympathy to those who will miss him most—his family.

Agnes Marshall, formerly Agnes Fogelstadt of the Ticket Auditor's Office, is the mother of a brand new baby girl. We understand that it was born on April 9. That's the second youngster for Agnes, and we wish her and the family a lot of luck.

Lila McGee, formerly of the Ticket Auditor's Office, is the mother of a bouncing baby girl born March 29. The baby will be named Bernadette. Congratulations, Lila.

Frank Lippert of the Comptroller's Office has been transferred to the St. Paul Coal Company and is now located on the fourth floor of this building. Glad to have you with us, Frank.

Cele Reddy of the Central Computing Bureau was married April 23. That's all we know about the affair. However, she has our best wishes in her matrimonial venture.

As this is being written employes of the building are preparing to attend a meeting of the Ship by Rail Club in the Mirror Room of the Morrison Hotel. We expect a big turnout, as there will be two good speakers and some entertainment.

On March 25 the Milwaukee Team of the Freight Auditor's Bowling League journeyed to Toledo, Ohio, aboard the Commodore Vanderbilt, crack N. Y. C. train, to bowl in the American Railway Bowling Association tournament held in that city. The usual squad of rooters also accompanied the team and the result was Milwaukee Team took sixth prize in the 1933 Tournament. E. Martwick of the Milwaukee Team was the sensational bowler of the team and managed to get himself in the money in the doubles, also, with a score of 571. Not bad, Elmer.

"Prez" Geo. Christ received the best wishes for the success of the team from the gang at the office, a telegram being handed to him by the conductor on the train at Goshen, Ind. The Bowling League cannot help but be a success with that moral support, and the boys appreciate it. Left Toledo, Ohio, at 6 p. m. Sunday, arriving in Chicago 9:45 p. m., ending another Freight Auditor's Bowling League good time.

The weather was fine and the boys visited the Toledo, Ohio, Zoological Gardens and enjoyed the many interesting sights there. Ben Reinert was official photographer and followed the well known slogan of "Kodak as you go."

Here is an item that just missed the last issue of the magazine: Frank Zapotocky of the Ticket Auditor's Office is the father of a baby girl born April 17. The little lady's name will be Nancy Rose.

On April 4, 1923, a group of Ticket Auditor girls made a date for April 4, 1933, and held their reunion at the home of Myrtle Freitag, 4518 N. St. Louis Ave. Those present were Mrs. Leonard Gannon, nee Corinne Boyer, Mary Kelly of the Frances and Mary Kelly twins, and Emily Lukes. Refreshments were served and a good time was had by all.

Century of Progress Exposition tickets are on sale in the building. You may purchase them from any of the Women's Club, Ways and Means committee members assigned to each office or communicate with Harriett V. Kennedy, room 64. See bulletin boards for more information.

H. & D. "J. D."

JOHN EVANS, agent Dumont, Sunday, March 19th, found a broken rail just north of Dumont. Looks like John takes a trip down to the old joint even on Sunday.

Conductor Jimmy Murphy made a trip over the west end the last of March.

J. H. Degnan, agent Fargo, has been off for a few weeks account illness. E. C. Weatherly is acting agent at that point.

Mrs. George Daniels, wife of Conductor Daniels, put in a week or two at the Monty Hospital. At this writing she is resting nicely and should be out within a very short time.

Roadmaster F. H. Natzell had an operation at the Monty Hospital last month and at the rate he is going right now he will be back on the job within a day or two.

E. L. (Dad) Phelps, former agent Hickson, bumped in at Wild Rice April 1st, displacing E. F. Greene.

Mrs. Bill Witte of Stewart spent a few days at Monty visiting with friends. Bill's in the oil business at Stewart and reports everything coming his way.

George P. Sites of Woonsocket bumped in at Roscoe, displacing Vic Jorrison who went to Hickson as agent.

Oliver Fosness of Webster displaced F. C. Poeschl as agent at Alpena last month, Poeschl going to Summit.

Paul Glander of Renville went to work at Webster April 5th.

Al Seeman, dispatcher Montevideo-Aberdeen, took a few days off and went down to Austin to see the folks. Jap Wik is being used as pinch hitter for Seeman.

Walter Matson, relief night ticket agent Monty, got stranded with a truck load of eggs and poultry one day last month and couldn't get back in time to let Moe off.

L. L. Phelps, mayor of Olivia, agent as a side line, spent a day in St. Paul on city business latter part of March.

April 1st we had four crews in the ring on the West end and six on the East end.

E. J. Scott of Appleton will be off for a few weeks account having had an operation latter part of March. He should be out of the hospital in a few days and hope to see him back to work before this item gets into the Magazine.

Conductor Paul Smith went to work on the Cogswell Line April 1st after having spent several months on the Coast. Cliff Bingham has been holding down the cushions on the Cogswell Line for Paul.

The West end boys set up a car first part of the month, making five crews in the ring at present.

Dozens of Montevideo's citizens drove up to

Watson Friday, April 7th, and had lunch at Anderson's Cafe.

Len Nelson, leverman of Tower E-14, moved Montevideo April 14th. Len has been permanently assigned agent Wegdahl and plans on driving to work each day. We're all glad to see Len back in this neck of the woods again.

91-92 is being handled by the chain gang on the East end instead of by a regular assigned crew. This arrangement seems to be working out O. K. and is more popular with the men.

Olaf Tweeter has been pulling Jarv Sinclair over the Fargo Line for a few trips.

Notes from Spokane Freight Office

By R. R. T.

WHEN Miss Gertrude Alden was still located at Spokane, there was no lack of news notes from her pen (or rather typewriter) but since she was transferred to the Superintendent's Office at Tacoma, Spokane has not been represented in the columns of this invaluable Milwaukee Magazine of Better Railroading. Our loss is Tacoma's gain and we cordially congratulate our sister city on Commencement Bay on the acquisition of Miss Alden; but in the meanwhile it is not to be tolerated that the metropolis of the Inland Empire should receive no mention in our Monthly Intelligencer and Disseminator of Useful Information and we therefore propose to remedy this state of affairs by informing an anxious world that Spokane is still on the map and has no intention of disappearing.

We are beginning these notes by the information (no longer new but perhaps not yet known to our readers) of the consolidation of the Idaho Division with the Coast Division under the latter name, with division headquarters at Tacoma. Mr. F. E. Devlin remains as Superintendent of the consolidated division and we may inform those former Idaho Division folks who did not as yet meet him that the folks on the old Coast Division think very highly of Mr. Devlin as a very courteous, just and considerable official. Mr. P. H. Nee, former Superintendent of the Idaho Division, was transferred to Miles City, Montana, as Superintendent of the Trans-Missouri Division (though we old settlers of those parts still fondly think of it as the Musselshell Division) while Mr. G. H. Hill was transferred from Miles City to Spokane as Assistant Superintendent for the east end of the new Coast Division, extending from Othello to Avery. Mr. T. E. Corbett, Trainmaster at Spokane, became Chief Train Dispatcher for the same territory, while Mr. P. L. Hayes went back to a trick as dispatcher. However, that isn't quite the end of it yet; on April 15th, before this appears in print, the two dispatchers' offices will be consolidated at Tacoma and the entire division dispatched from there. Mr. Corbett becoming Chief Dispatcher there once more (he was located there before coming here), vice Mr. S. C. Whittemore. It is not quite settled as yet who will be the trick dispatchers at Tacoma. However, our own Mr. P. L. Hayes will remain at Spokane as dispatcher in charge of the branch lines out of here. These consolidations are regrettable but no doubt necessitated by present conditions; the force at Spokane may be pardoned for expressing the hope that business may some time in the near future become so heavy as to make it advisable to re-establish the division at this point.

We must not forget to mention that our former correspondent, Miss Alden, paid a flying visit to her home at Spokane over the week-end of April 2nd. No wonder the weather was bright and fair that Sunday in her honor.

Mrs. W. A. Monroe and daughter, Nina May, wife and daughter of wide and favorably known "Billy" Monroe, of the Tacoma dispatcher's office, visited their old home at Spokane during the week of April 2nd. It speaks well for Spokane that former residents here like to come back to renew acquaintance.

We regret very much having to record the untimely death of Mr. Charles Glover, one of our Bridge & Building carpenters in Foreman Fred Klug's crew; he passed away at the Deaconess Hospital at Spokane on April 4th and the funeral took place at this city on April 6th. Mr. Glover had made his home with a daughter living here; he reached the age of 66 years and had been a Milwaukee employe for many years. His associates in the B. & B. Department will greatly miss him; we join with them in expressing our sympathy to the bereaved relatives.

The Milwaukee forces at Spokane were greatly shocked on April 3rd by the sudden death of Mr. G. Skacel, Auditor for our line at Seattle. He had come here on the morning of that date from Seattle to look after some business of this company; while walking along Stevens Street at the Old National Bank Building, he suddenly collapsed. Help was immediately summoned and he was rushed to the Emergency Hospital for medical aid but he died in the ambulance on the way, without having regained consciousness. The remains were sent from Spokane to Milwaukee, his former home, on April 4th; the funeral was to be held at that city. Mr. Skacel left a wife and daughter, living in Seattle. He had been employed in similar capacities on the old line, but had come west in the early days of the Coast extension. He was a very competent and popular official and leaves a wide circle of friends to mourn his sudden death. Our sincere sympathy is tendered to the family.

Mr. W. W. Ells, who was formerly Yard Clerk on the morning shift, is now on the afternoon shift as Yard Clerk and Weighmaster. He can now get his full allotment of sleep in the morning, but the evening work rather interferes with his social duties.

Mr. Julien Pessein, who was bumped by Mr. Ells, at first attempted to make a bump at Seattle. The temperature at Seattle dropping to near zero about the time of his arrival there he came back to Spokane and bumped Mr. Harry Hill on the Car Desk. However, he did not stay on there very long, being in turn displaced by Mr. Harry Miller, the old-time cashier at the Spokane freight office, whose position was recently combined with that of the Chief Clerk and is now held by Mr. William Snure. Mr. Miller is getting so that he takes positive pleasure in making out the 37 report, and that is some intricate job here. The other morning, after bad dreams all night about that same 37, he started for the office in his car quite blithesomely when suddenly a tire went flat. These things will happen, but when he went to look for the jack in order to put on the spare, he found that some miscreant had stolen the jack; there was not even a service station open and he had to leave the car there at the roadside and catch a bus for downtown.

Mr. Harry Hill has had to go on the extra list but we hope that something adapted to his undoubted abilities may soon show up; in the meanwhile we understand he has already been on several fishing excursions, that being the popular sport hereabouts at this time of the year. But if you want to hear some tall fish stories you only have to mention the subject to our good friend Ted Novotny, the switch tender at the east end of the Union Depot yard, adjoining the freight office; he knows the age and nickname of every self-respecting fish in the waters of this vicinity. By the way, Ted was a badly worried man during the recent South Californian earthquake as he has a daughter at school in Long Beach. Being unable to get word to her or to hear from her in four days, Mr. and Mrs. Novotny were about on the point of going down there to locate her mangled corpse when they fortunately received a letter telling of her safety, much to their relief.

Mr. D. E. Rositer, Rules Examiner, who makes his headquarters here, was on the Coast for some time recently giving the boys there the

once over; everybody here is always glad to see his smiling countenance again.

Conductor R. H. Staeger, running out of Malden, has just returned to work again after being confined to the hospital for a considerable time, due to having to undergo a serious operation.

Conductor J. J. Murphy of the Coeur d'Alene run, is off at this writing, the victim of a bad cold, but we expect him back at work again shortly.

The many friends at Spokane of Mrs. Anna Dean, the popular manager of the lunch counter at the Tacoma Passenger Station, were greatly shocked and grieved to hear of her death on April 5th after a brief illness. Her husband died a few years ago and she took over the position of manager which he had long held. As the family had originally lived at Spokane, the body was sent to this city where the funeral took place on April 8th. Mrs. Dean is survived by one daughter, Mrs. Philip Huf of Seattle, while four sisters and two brothers live in various states. Mrs. Dean was widely known among railroad people and the traveling public and had made hosts of friends by her courtesy and efficiency; many will join with us in expressing our sympathy to the family.

Mr. B. W. Colligan, Operator at St. Marie's, is off on a brief vacation at this writing; it is rumored that he took this opportunity for a trip to Milwaukee in order to be present at the real fountain-head on the occasion of the legal revival of a certain product which once made Milwaukee famous.

Iowa (East) Division

John T. Raymond

AGENT ELMER KNOCK of Lost Nation attended the Claim Prevention meeting at Cedar Rapids March 16th and heard so many fine suggestions that he passed up the numerous gas stations on the return trip, consequently ran out of gas about three miles from home and had to walk. Maybe Elmer was not driving?

Frank Brown, day leverman at Savanna, died at his home Sunday, March 26th, and the funeral was held at Savanna Tuesday, March 28th. He had been at the Tower for many years and his passing is regretted by many Iowa Division friends.

We have sent in so far in 1933 to Mrs. Grant Williams the renewals of thirty-nine members of the Milwaukee Veteran Employes Assn. and

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have received two 50-year buttons, one for Engineer L. K. Owens and one for Conductor John F. Coakley, and one 45-year button for Engineer E. E. Brokaw, which we were pleased to deliver with congratulations.

Conductor Thomas Costello, taking treatments at Boulevard Hospital, Chicago, was in Marion on business March 28th. Mr. Costello looks well and is improving.

Mr. and Mrs. L. C. Low arrived in Marion from California Thursday, March 18th. They were located at Gardena, close to Compton, where much damage was done by the earthquake. They were uninjured and glad to get home safely.

Mrs. S. C. Lawson and son, Thomas, left Marion the middle of March to spend a time visiting relatives in Tennessee.

Mr. and Mrs. L. R. Curtis of Marion returned from California early in April.

Roadmaster George Barnoske, with the Clam Shell, about April 1st were engaged in blasting loose rock from the hill-side around Lainsville and between Elk River Junction and Sabula.

E. E. Swartz, who has been displaced as agent at Underwood, is at present working extra on East Division.

Born to Mr. and Mrs. Verto M. Reichert of Marion April 6th, a girl, Helen Irene. Hearty congratulations!

Engineer G. W. McElwain arrived at Marion Wednesday, March 16th, from Long Beach, Calif. He was an eye witness of earthquake scenes there. He was sitting in his room on the second floor of a small hotel reading the paper just after supper when the first shock came accompanied by a rumble something like a train quite a distance away. "I started to jump up," Mac said, "but the floor was swaying so that I could not get up, plaster was falling all around me and the electric chandelier was swaying like a pendulum of a clock. When the shock ceased, I hurried to the street; all up and down the street people were running out and bricks were still falling fast, everyone got in the middle of the street to escape being hit. We did not go to bed that night, but tramped the streets all night seeing the sights." Everyone was served breakfast the following morning in the park by the Salvation Army and the Red Cross.

Mr. and Mrs. George Engstrom of Deerfield, Ill., spent the week end of April 1st in the John Engstrom home at Marion.

Mr. and Mrs. L. K. Owen of Marion returned April 1st from San Bernardino, Calif., where they were called by the death of their son, Alvrado B. Owen. They have the sympathy of many friends on the Division in their bereavement.

Roadmaster J. J. Van Bockern of Calmar Line, with headquarters at Monticello, has been transferred to the D&I Division at Savanna. Mr. Van Bockern's departure from the Division is regretted by the many friends he has made while sojourning amongst us and he has our best wishes for his future welfare.

A. H. Holbert succeeds Mr. Van Bockern as Roadmaster on the Branch Lines, with headquarters at Monticello.

Chief Lineman John Light spent part of March 24th at Marion.

We regretted very much to learn of the death of Engineer B. H. Giles the latter part of February. The last work he did was between Oxford Junction and Davenport, but had not worked for some time. Mr. Giles was a very likeable and friendly man and did efficient and loyal work for the Milwaukee Road for fifty years. He had many friends on the Division who will miss his genial presence from the ranks.

Conductor Elmer Shook, Brakeman A. E. Young, Engineer Thos. Quinn and Fireman R. Stevens handle 90-97 between Davenport and Monticello.

K. C. Division trains were handled over this Division March 16th and 17th account of track out of service caused by an accident near Richland, Iowa.

Agent H. P. Thompson out of hospital Lyons Sunday, April 9th, and is convalescing slowly.

Conductor Frank B. Cornelius has been off duty for several weeks account of sickness. W. I. Farrell relieving on Nos. 7 and 8 between Marion and Omaha.

Train Baggage man Charlie Wescott was off sick the first ten days in April. J. C. Miller relieving on the Calmar Line passenger.

Brakeman R. C. Seager went to Chicago April 10th on committee work for the B. of R. T.

Engineers L. C. Low and G. W. McElwain have returned from spending the winter in California and have resumed work on the Calmar Line passenger.

Engineer Harry Johnson, who has been suffering from a throat infection, has been taken to St. Luke's Hospital at Cedar Rapids for treatment.

Passenger Brakeman Perry Arbuckle has been taken from his home in Maquoketa to St. Luke's Hospital at Davenport. Understand his condition is serious.

A Claim Prevention meeting was held at the Milwaukee Women's Club room at Cedar Rapids Thursday, March 16th, with a fine attendance. Meeting was called to order and addressed by Supt. A. J. Elder, who introduced Mr. O. Stainer, traveling inspector, who then made an address pertinent to the topic being discussed. The chairman then introduced Mr. W. L. Ennis, supervisor of refrigerator service and claim prevention, who enlarged on previous addresses, showing the remarkable progress the Milwaukee Road has made along this line. In 1920 the amount of claim and damage in this department amounted to \$866,000 for perishable alone, while in 1932 the sum of \$411,000 was paid out for all claims, and how the Milwaukee Road was some ahead of the nearest competitor last year in claim and damage prevention. While this showing was an encouragement, it was urged that all be on the alert to do their part in a still further reduction. Mr. Ennis' talk was very enlightening, it fitted in pretty well with the old saying "An ounce of prevention is worth a pound of cures."

A number of valuable suggestions were offered when Chairman Elder called on the following Station Agents present: J. L. Coffey and Otto Lambertson of Cedar Rapids; A. J. Campbell of Atkins; H. C. Gustafson, Greeley; C. H. Tanner, Tama; C. T. Rowe, Marion; N. J. Edwards, Toronto; H. L. Steen, Delmar; H. E. Carter, Olin; O. H. Huyck, Newhall; F. M. Snyder, Strawberry Point; F. M. Emerson, Martelle; Henry Seger, Morley; L. J. Miller, Springfield; E. A. Knock, Lost Nation; M. B. Leonard, Monticello; A. H. Clausen, Paralta; J. B. Howe, Oneida; A. T. Bright, Massillon, and W. T. Bright, Elwood.

West End of the Trans-Missouri Division

R. K. B.

JUST now the matter uppermost in the minds of everybody connected with the Superintendent's Office here is the moving of the accounting department to Minneapolis and the time-keeping to Tacoma, where that work will hereafter be done by the District Offices. Just about all of us here are affected one way or the other by the change. It looks now as though Ben Shields, George Knowles and Dave Mankey will be the ones to make the trek to Minneapolis, and with the rest exercising their seniority elsewhere the general office room will be a pretty empty place. More about this in a later issue.

Glad to report that the Roundup Quarry under the supervision of Chief Carpenter O. E. Blake operated another year without any personal injuries. Considering the nature of the work, the

men concerned made a real Safety Record. This makes, I think, the third year in succession that they have been able to do this.

A rise of a cent or so in the price of grain means real business to this division. The better market existing last month resulting in the loading of approximately 400 cars of grain on this division, which ordinarily is quite a bit for the month of March. There is still a big surplus left in the country yet, however, and every time that zig-zag line on the price chart makes a squiggle upward the orders for grain cars bombard the dispatcher's office.

Mrs. Knowles, wife of our Division Accountant, suffered a rather sudden illness last month which caused her removal to the hospital, where for some days her condition was regarded as serious. We are happy to report that she is now on the road to recovery.

BEER. Entirely surrounded by dry states, Montana, for a few days after the 7th of April, waited in anxious suspense for the breweries in Milwaukee and Chicago to get some of the legal beverage out here. And finally it came, but not until after a few false alarms, when every refrigerator car that entered the state was eyed anxiously.

May 1st is the date scheduled for our tie gang to go to work, and the information we have at present is that it will employ 90 men, with General Foreman Westerfield in charge. Sam Lee, yard foreman at Miles City, has been sent to the Rocky Mountain Division as foreman of the tie gang and Earl Knesal of Lavina will be placed in the same capacity on the Coast Division.

We relate with regret the death of Fred Marx, brother of Ann Anderson, stenographer in the Mechanical Department, who passed away just a few days ago. Our sympathy is extended to the bereaved family.

Another death in our midst is that of Otto Andre, employed for more than 20 years in the shops at Miles City in the capacity of machinist. Funeral services were held at Miles City.

Operator J. W. LeRoy is relieving W. F. Corcoran at Ismay temporarily.

The last notes in the magazine chronicled the visit of E. E. Kemp, agent at Terry, to California, where he intended to take a nice long rest. Mr. Kemp has resumed his duties again at Terry.

Though this news is rather old, I have not previously reported it. This concerns the consolidation of the dispatching offices on this division at Miles City. The lone surviving dispatcher at Moberg is W. P. Moran. New dispatchers at Miles City are Chris Olson and Harold Winship. Former Chief Dispatcher C. A. Nummerdor was relieved by E. B. Cornwall of Harlowton, and is now employed as trianmaster's clerk.

We chronicled with real interest the fact that Mr. and Mrs. B. W. Hill recently celebrated their 50th wedding anniversary at their home in Miles City. Mr. Hill has been employed by the Milwaukee in Miles City for more than twenty years. They were happy to have all their children present on this happy occasion.

Conductor George Cobb, who has recently been laying off on account of an injury, returned to work April 1st. This marked the 40th anniversary of his entering service as a trainman for the Milwaukee Railroad. We extend our congratulations.

Victor H. Garvey, formerly of the engineering offices in Seattle, has taken up the duties of instrumentman at Miles City, relieving H. L. Pitner.

In an Ohio court there happened to be upon the docket a case of "Bump vs. Baker." When the judge reached the case there was no answer to the first call. The judge called out to the attorney for the plaintiff: "Mr. Jones, 'Bump against Mr. Baker.'" Mr. Jones, who had not been paying strict attention and evidently not comprehending the situation, looked up and said: "Bump against him yourself, judge."

The New Hub of the I. & D.

Wm. Lagan

SUPERINTENDENT and Mrs. Givens spent a few days visiting old friends in Sioux City recently.

Conductors Joe Pape and Glen Houser spent a few days in Chicago recently.

Ben Peterson, Car Inspector, Sioux City, announces the arrival of a seven-pound daughter at his home March 27th.

Elmer Taylor has been assigned as Agent at Delmont, S. D.

Jimmy Ressegieu has returned to work at West Yard after having taken a forced vacation account illness.

Relief Agent J. D. Mullens is relieving A. J. Gorman, Agent, at Parkston, S. D., for a few days.

Conductor W. B. Anderson and Dispatcher N. J. Gorman are busy these days fixing up their summer cottages at McCook Lake.

A very timely and interesting article concerning trucks and the railroads appeared in the columns of the Sioux City Tribune recently. This article was written by G. W. Maysonholder, Agent at Westfield, Ia., and is well worth reading.

Engineer Art Little has been laying off, being relieved by Engineer Al Cropley.

Mr. and Mrs. Leonard Mostrom of Sioux Falls spent Easter at Mason City, visiting friends.

Mr. Frank Henderson of Sioux Falls received a very interesting letter from Switchman P. W. Collard, switchman at Sioux Falls, who is visiting in Los Angeles and who was there during the recent earthquake. Mr. Collard reports that none of his folks were injured but that he himself was in rather a precarious position for a few minutes during the worst shocks.

Switchman Henry Hurt of Sioux Falls who was injured during the cold weather has been able to be downtown again although he still is using crutches.

Chicago Terminals

Guy E. Sampson

WHILE many have been made happy by the return of the sparkling brew, employees of our great railroad have been jumping sideways to deliver service that would assure shippers that the railroads are adequately equipped to handle this business expeditiously and to the entire satisfaction of all concerned. A special train of 36 cars arrived in the Chi Terminals from Milwaukee about 6 a. m. April 7th and a steady run of the new drink has been arriving on all regular trains since. This new commodity meets with no delays on the railroads, and without a doubt if this splendid service is continued we will be permitted to handle the bulk of the business.

Again we are called upon to express the sympathy of employees to mourning ones. On March 14th Miss Molly Slater, chief operator at the Galewood switchboard, died after an illness of three months. Burial took place at Acacia Cemetery March 17th and many of her former railroad associates attended in a body. She had served this company for 23 years and was a faithful and industrious employe, who was held in highest esteem by a" her co-workers, all of whom feel a sense of personal loss in her passing. Two sisters survive her.

On March 18th Mr. Fred Gage, who had over 20 years of service on The Milwaukee at Perry, Iowa, and in the Chi Terminal as machinist and roundhouse foreman, passed away at the home of his daughter in Matoon, Ill. Mr. Gage suffered a stroke last August which left him helpless and bedfast, but passed away very suddenly at the last. Funeral services were held in Chicago March 21st, conducted by the Knights Templar. Interment was at Woodland Cemetery. He leaves a widow and one daughter, Mrs. Edythe Gage Korb of Matoon, Ill. Deceased passed his 62nd birthday last November and had been a member of "Old Erie Lodge,"

No. 3, A. F. & A. M., of Warren, Ohio, for the past 30 years.

On April 1st "Old Dr. Stork" visited at the homes of two distinguished terminal employes. And in both cases he had the suit case in which he carries the boy babies. At the home of Yardmaster John Malvin (better known as Motorcycle Pete) and at the home of car department employe Andrew Ruff.

Wm. Jones, a car department employe for over 12 years, passed away March 31st after a long illness. Sympathy of all employes is extended to his bereaved ones.

From Car Foreman H. Ewing we receive the following report: Employes in the car department at Bensenville are going on their 5th consecutive year at this time without a reportable or lost time accident. This is a wonderful record and is the result of each individual in the organization playing his part and surely proves what can be done by co-operation. Mr. Ewing wants to take this open forum method of letting everyone in the station's organization know of his appreciation of this fine performance.

Mr. Wm. Peck, machinist foreman at the Bensenville roundhouse, met with an injury this month that caused him to go to the hospital for several days. In some way one of his arms was caught between two locomotive wheels being moved in the house. Besides causing him much pain, the fact that an accident had occurred in his department was taken greatly to heart by Mr. Peck, who is an ardent believer in Safety First, and has always been known to not only preach but practice it. His many friends are joyous, however, over the fact that the arm did not have to be amputated as was at first feared.

According to all press reports of "hi-jacking" of beer trucks, the safest and best way to ship this commodity is by rail. All railroad companies are giving these shipments the fastest of service and their corps of competent police

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FOR SALE—Ringneck Pheasant Eggs, \$2.00 per dozen. Golden Pheasant, Silver Pheasant and Mutart Pheasant Eggs, \$5.00 per dozen. Mixed Creed Bantam Eggs, \$1.00 per dozen. J. S. Spurr, L. B. 506, Sanborn, Iowa.

FOR SALE OR EXCHANGE—Muffed Tumblers in black, red, white or dun; also a few pairs of Brunner Toy Pouters, and one pair of English Pouters. Also have a few pair of very good Racing Homers. F. A. Kocha, 1520 Ninth St., Green Bay, Wis.

FOR SALE—Model 12 Winchester Pump Gun, 20 gauge, in first class condition. Price, \$20.00. W. G. Herzog, Prior Lake, Minn.

FOR EXCHANGE—Equity of \$2,000 in 10-room house on 27½x125 ft. lot on Chicago's north side. Two-car garage with small shop in connection. Will exchange for acreage with house located anywhere in Northern Illinois or Eastern Iowa. Address C. S. Shaw, 2422 N. Racine Ave., Chicago.

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

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

FOR RENT—4 room cottage with garage, chicken house, fruit trees, ¼ acre ground for garden. 2 blocks to C. M. St. P. & P. R. R. station, Itasca, Ill. Very reasonable rent. H. Hoffmann, Jr., Itasca, Ill.

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

FOR SALE—Jersey White Giant hatching eggs, America's best breed of poultry. They are descendants of the Marcy strain, America's oldest strain. My prices are 15 eggs \$1.25; 30, \$2.25; 50, \$3.00, and 100, \$5.00. W. D. Bellesfield, Rock Valley, Ia.

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

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

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

officers keep the movement under personal surveillance at all times. The Ship by Rail clubs are soliciting this new business and the boys on the ground are seeing that unequaled service is rendered to the shippers.

Do we all read the weekly "Safety First," put into the hands of every employe by that department? It's one of the most educational ways of keeping posted on what is being done to eliminate accidents that we know of. Be sure you see it and be sure you attend each Safety First meeting that is held in your vicinity, regardless of what department sponsors the meeting. None of us can get too much education, and especially on a matter as important as eliminating ALL ACCIDENTS. Preach, Teach, Study and Practice Safety First and your department will be among the leaders in this great work. Take an invoice on your own actions every day and see what improvement you are able to work out and you will see great results and a great improvement not only in your own work but the work of your associates as well.

Twin-City Terminals

Leda Mars

CHAS. MONROE, employed in the station service at Minneapolis and Twin City transfer for over 42 years, has retired from service and has been placed on the employees pension. Charlie is taking a well earned rest and we hope he will drop in on us occasionally and extend his usual hearty grip.

The friends of Wm. Pomeroy will be pleased to learn that he is recovering from a serious illness as a result of which he has been confined to the hospital for some time.

Mr. F. J. Foster of the local freight office has been on the sick list for a couple days.

Mathilda, how is the diet coming? Keep up the good work.

Thirty

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