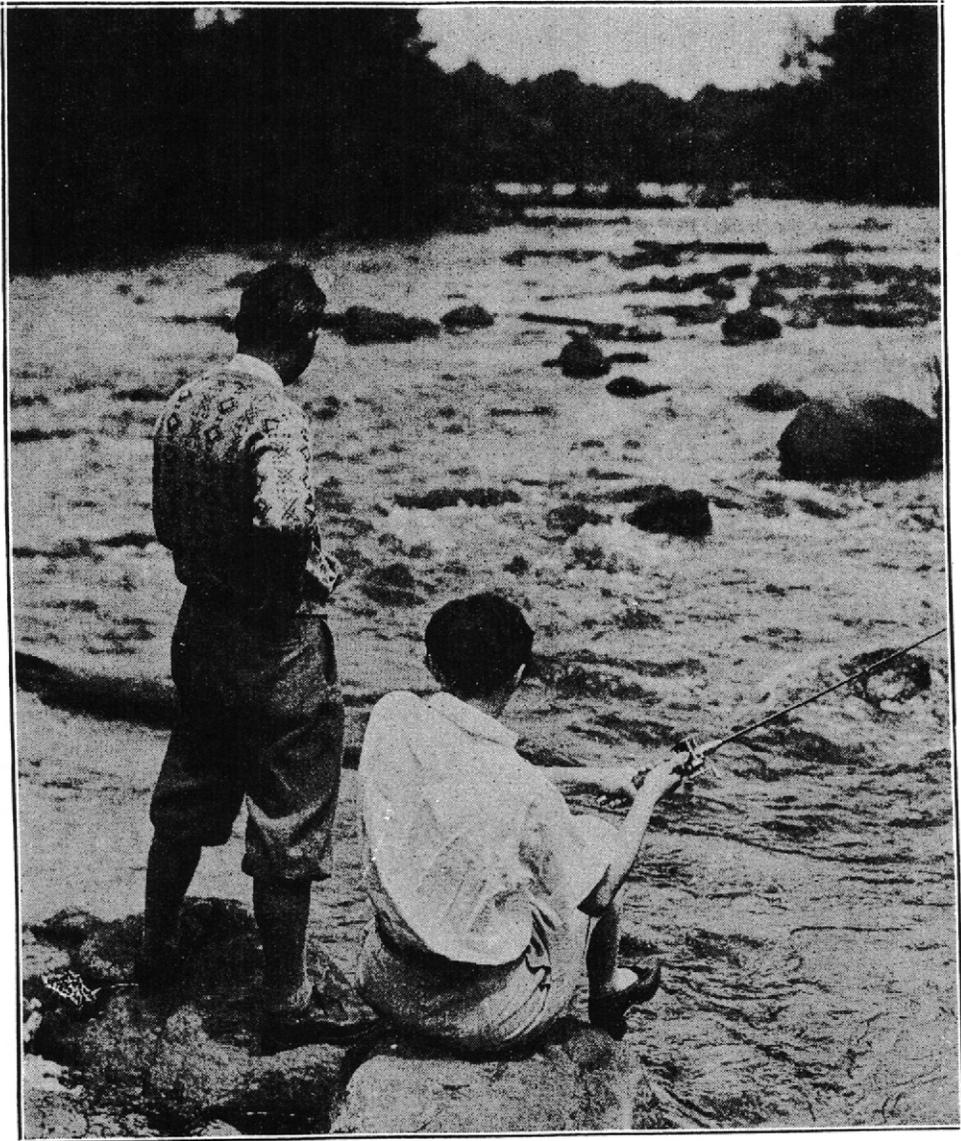


ME

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND
PACIFIC

MAY, 1934



Fishing in the "North Country"

Save in BANKS WHICH SERVE YOUR RAILROAD

These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employes. You will find able and willing counsel among their officers. Take your banking problems to them and let them help you.

**EVERYONE SHOULD HAVE A
BANK ACCOUNT**

*We Solicit the Patronage of
MILWAUKEE EMPLOYES*

*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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MEMBER FEDERAL RESERVE SYSTEM SINCE 1918

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**TESTED
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● At all First Wisconsin offices your deposits are insured as provided in the Banking Act of 1933. In addition, the tested strength of this bank protects your deposits at all times.

**FIRST WISCONSIN
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**NORTHWEST
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A group of 126 banks and trust companies located in 115 towns and cities throughout the Northwest. Go to your nearest Bancorporation bank.

**First National Bank
OF
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Established more than forty years ago
Pays interest on savings deposits at 3%
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○ OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin

The Copper Country

Scenic Beauty and Legendary Lore

By E. A. LALK

HERE is perhaps no section of the middle west which so abounds in historic interest and natural scenic beauty as the Keweenaw Peninsula of Michigan, which extends, not unlike the beak of a great bird, into the cold waters of Lake Superior. Many historical novels have been written about this country, its early inhabitants, pre-historic races, and man boring into the earth for the mineral, forming one of the principal strains of our civilization.

The tourist may travel far in his native land and abroad but, in my opinion, no greater scenic thrill could be experienced than is afforded by the handiwork of nature in this beautiful country which is at the back door of our center of population. I cannot conceive a more delightful prospect than a trip to this section on the Milwaukee Railroad's Copper Country Limited.

Leaving Champion, Mich., the train proceeds through thickly timbered country, well sprinkled with native hardwoods, maple, elm, birch and basswood, their deep color reflecting the early morning sun; over high trestles, deep gorges, and across long sweeping coulees. The first stop of any importance is L'Anse, Mich., nestled at the foot of Keweenaw Bay, an old town, with lumbering its principal industry, and where the Ford Motor Company has established a mammoth saw mill. I understand from local gossip that this small peninsula just to the south of Keweenaw is one of the favorite haunts of Henry Ford and I can conceive no better place for the busy man to come closer to nature and the beauties of the universe than in this area.

The train rounds the tip of Keweenaw Bay, working westward through Baraga, a small town opposite L'Anse, and the journey to the peninsula proper is begun. As we skirt Keweenaw Bay, we notice it is sprinkled with fishing communities, the beaches log strewn and with fishing boats piled high upon them to avoid the wash of the wind surf; fringes of low brush to the water's edge, small shacks and in some places tents, with seine racks in prominent view, all of which, with the sparkle of the sun upon the waves of the Bay, presents a picture of peace and contentment. Famous Lake Superior whitefish and lake trout (the finest in the world) abound in these waters, and find their markets in the big cities within 24 hours after the catch. The fishermen are a primitive, easy going class, displaying a very friendly attitude towards visitors.

Proceeding from Baraga a steep grade is negotiated and the tourist experiences all the sensations of mountain travel, in fact, this whole country is what remains of mountain peaks sheared off in the passage of time.

Arriving at Jacobsville, we follow the

canal, built in the early days from Jacobsville across through Portage Lake to the Peninsula's western shore, thus saving many miles of travel around the point of Manitou Island, to Houghton, Mich. Standing at the depot at Houghton looking across the canal, we see a long range of hills (near mountains), with deep foliage. Along the ridges of these high hills, towering in relief against the sky, we see the mining shafts of the various copper industries.

Large passenger steamers and freighters bound up and down lake, and from Duluth to lower lake ports, ply the canal and thousands of tons of traffic are moved annually.

Houghton is built on the side of a hill. It is a city of many beautiful homes, comfortable hotels, curio shops, and progressive merchants ply their trades along the principal street of the town.

Across the river lies Hancock, built upon the side of a parallel range of hills, not unlike steps. Hancock is a sister town of Houghton and is progressive in the mining and agricultural activities of that section.

Leaving Houghton for Calumet we ascend a long hill, where at its peak, we survey a most wonderful panorama of hills, valleys, and waters. As we gaze across wide expanses of water to the east, with the smoke of vessels visible on the lake and Isle Royale, in the distance, the two towns, Houghton and Hancock nestling in the hills present a picture that will linger long in memory.

Calumet, the town of most importance farther north in the Copper Country peninsula, is a thriving jobbing center, and as our train proceeds to Calumet we pass by many mining shafts, some abandoned, and some in active operation, and the territory becomes more rugged, many of the bridges over these valleys being equal in height to any of the bridges which we might expect to encounter in the most rugged mountain areas.

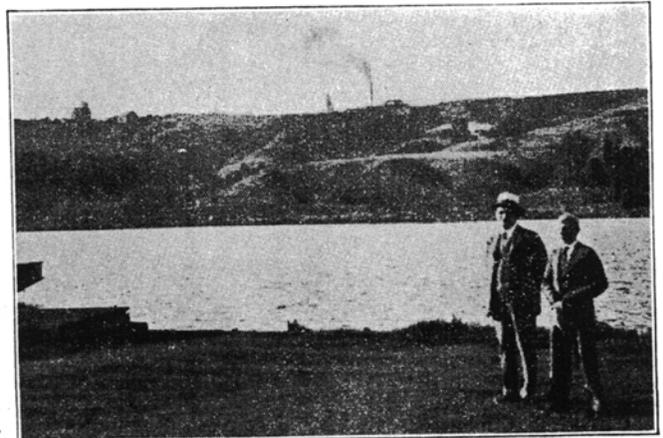
There are two times of the year to visit this beautiful country. If you are seeking relief from the heat of summer, the cool breezes playing across Lake Superior from the north and south make for a very moderate temperature at all times, and the nights are always cool. This is an ideal vacation land, and if you are interested in the paint brush of nature, in the early

fall, don't miss it. The automobile ride from Calumet to Copper Harbor, over what is known as the road following the "palisades" of this section, is of the greatest interest. The road travels through a deep valley and on either side are tall towering cliffs, rugged and scenic. There are not only just a few of these rugged cliffs; we pass through these perpendicular walls with all the appearances of having been built by human hands, for miles, and if the mind and imagination were allowed to drift we could see in the peculiar formation of the rocks—castles, grotesque figures, etc., creating an unending thrill of pleasure and amusement.

At the top of the Keweenaw Peninsula are located two famous resorts, one at Eagle Harbor and the other at Copper Harbor. These resorts are located on the water's edge, their verandas overlooking the wide expanse of the lake. The shores are very rocky and at Copper Harbor the rocks in the water are so arranged that they appear to be stepping stones to some vessel far out in the lake. On these small rock islands pine trees have found root, giving the impression that some giant in the past had planted a Christmas tree grove for himself.

In the wintertime the ice floes build mammoth ice spectacles upon these shores, and with the clear, frozen waters, the sun shining upon the floes reflects all the colors of the rainbow and gives the tourist an interesting day, even in the dead of winter. This country still remains practically as nature made it, in the hand of man has not disarranged its natural beauty, and a more ideal vacation land can hardly be imagined.

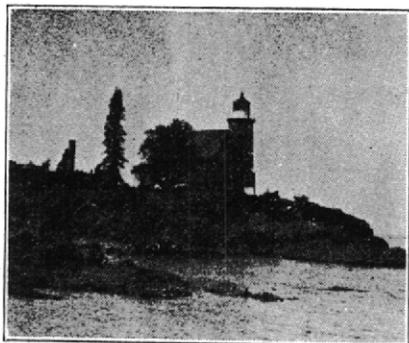
This article would probably not be complete without some mention of the Copper Country and something of its history. The copper deposits in the Keweenaw Peninsula were worked long before the white man sailed for new discoveries in the Americas. Who these miners were and whence they came has never been determined. From the remains they left they have been identified only tentatively as Indians, Norsemen, Moundbuilders, Mayans, Aztecs, and Egyptians, and some wags even say that the Ten Lost Tribes of Israel probably peopled this country in the hazy past.



The Copper Mines above Hancock, Seen from Houghton

They wanted copper, whoever they were, and whereas their methods in the production of this mineral were crude, they were effective.

American copper is first mentioned in European history in the works of the explorer Jacques Cartier, who ascended



The Lighthouse at Copper Harbor

the St. Lawrence River to Montreal and reported the discovery of copper in the Great Lakes area some time in the year 1536. He followed his original discoveries through the tales of the Indians about the precious metals and stones to the west.

Jesuit records also mention the exploration of the Copper Country some time in 1660, and a record of their activity can be found in the works of Father Claude Allouez. The first Englishman to come to this region was a man named Alexander Henry, who in the year 1766 visited the mouth of the Ontonagon River and reported an abundance of virgin copper on its banks—float copper.

The first real mining operation was started by John Carver in 1770, and while he did not actually commence mining in that year, importation of miners took place in 1772. This operation, which was in the vicinity of the Victoria Mine, was not very successful.

All of this time the Copper Country was in the hands of France; it then passed to English ownership, and finally into the hands of the United States government, and Congress in 1800 passed a resolution to appoint a Committee to investigate the copper in what is now known as the Copper Range, but nothing was done until 1820.

Real progress in the Copper Country took place with the coming of a young man named Douglass Houghton, for whom the town of Houghton was named. Mr. Houghton's report of 1841 in which he recommended the copper deposits and exploitation, saying that the operations would pay a profit, started the production of copper. The discovery of the Minnesota Mine was made in 1847, and this operation paid a large profit on small investments, which started a sizeable boom.

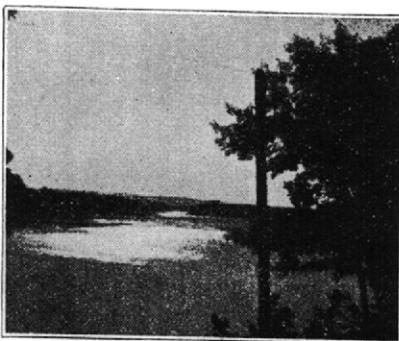
The organization of the Quincy Mining Company, to work small veins on the north shore of Portage Lake, took place in 1848, and in 1856 the Pewabic amygdaloid was discovered. This was a large lode and has operated ever since except during spells of depression.

The Isle Royale Mine, which lies south

of Houghton, and discovered in 1852, and on Isle Royale are the remains of the primitive operation of the ancients, which is a fertile field for the archaeologist.

At the present time deep mining is necessary and thousands of tons of copper are still in the ground at great depths. Many of the properties have been idle during this depression but life seems to be creeping back into this area, and as the price of copper mounts in markets of the world, these mines will again commence operation in a large way, supplying the demand for this precious metal.

Many of the pennies that you handle



Moonlight on the Ontonagon River

across countries in pursuance of trade find their origin deep in the earth, the Copper Country of Northern Michigan.

A word might be said as to how the copper lode occurs. There are two forms of copper. It occurs in what is known as native or metallic copper, scattered through the lode in small grains as flakes, nuggets and sometimes as sheets and huge masses of the metal. The averages, in most cases, 20 pounds of copper to the ton or about 1 per cent, which is separated from the gangue by crushing the rock under steam stamps or rollers. The coarse copper is taken out by means of hydraulic traps in the stamps, by means of jigs and by table or flotation methods. The resultant concentrate is called mineral. Smelting takes place upon the ground and the metal moves to market in large ingots.

The operation of these mines necessitates the use of extensive engineering skill and the exercise of considerable ingenuity in hoisting and handling.

Recent improvements in metallurgy have enabled the miners to effect a greater saving in the metal delivered to the mills and it may be that in the future other methods will be developed which will bring a greater percentage of metal for the amount of tonnage mined.

Century of Progress

Ford at the Exposition With a Big Exhibit

AS this is being written, work at A Century of Progress, Chicago, is under full swing, with the monster building and its surrounding parks and parkways that will house and exhibit the Ford Motor Company's contribution to modern progress, the outstanding construction to date.

The Ford exhibit bids fair to be an exposition in itself. It will cover eleven acres, on the site of the U. S. Army camp, last year, known as Camp Whistler; and the American Indian Village. It will stretch more than 1,100 feet on the main drive; while all the land along the lake shore, and opposite the Ford building across the drive will be an elaborately landscaped "Ford Park."

Reports of this huge exhibit proclaim that size will not be the only important feature, for this company plans to display dynamic working demonstrations which will bring to the actual vision, the contributions of industry, art and science to the development and manufacture of the modern automobile. Mr. Ford says of this great project:

"We want our exposition to be just as instructive as it is possible to make it. Wherever possible, each exhibit will be in action, producing something. We want our exposition to be a moving demonstration of the contribution made by the various industries, arts and crafts to the modern automobile.

"We are particularly interested in showing the contributions the farms make to the motor-car industry. We

will even have a field of soy beans outside the exposition building, and on the inside we will show how the soy bean oil is extracted for use in the manufacture of enamel body finishes and the residue is utilized in making various car parts."

The first Ford car, made by Mr. Ford himself, together with the original tools that he used, will be on display in a reproduction of the little one-story brick structure where it was made.

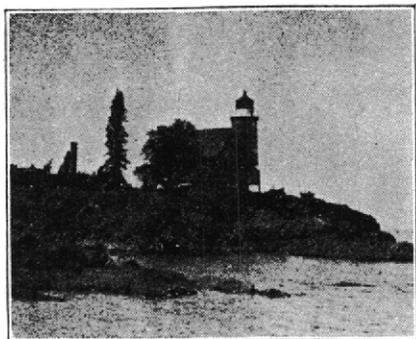
The Ford architecture is described as of "restrained modernism," which probably means that while it will in a measure conform to the prevailing architectural style of last year's Exposition, there will be some concessions to the treasured classics of an earlier day. The central unit is described as "of circular structure with set-back terraces 110 feet high and 210 feet in diameter. This will house the "Ford Drama of Transportation" portraying the evolution of passenger vehicles from early Egypt to today, which is something of an extensive order, surely.

There will be an open court, 90 feet in diameter in the center of the main structure, that will contain an electrically driven globe to be known as the "Ford World"; while in a smaller building will be some of the important historical exhibits from the Edison Institute. In another building will be a motion picture exhibit of the contribution of the various industries to the automotive industry.

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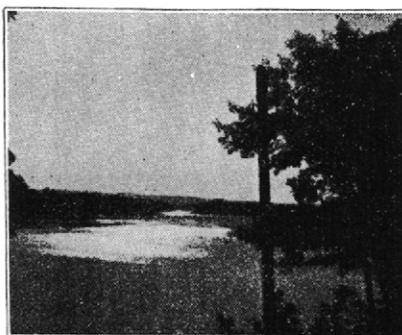
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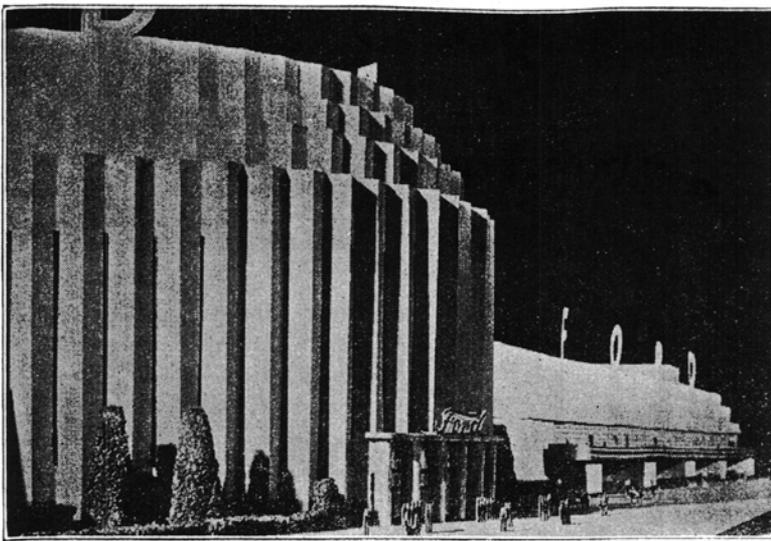
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Architect's Drawing of the New Ford Building

north of the central structure, will be the exhibit, mostly in motion pictures, of the contribution of the various industries to the automobile industry. This building will be 550 feet long and 152 feet wide. Flanking it will be displays showing the part of the mines, factories and farms in contributing to today's automobile. If possible, the manner in which hundreds of mineral, agricultural and industrial products are converted into motor car parts will be shown in action.

Ford park is planned as a haven for the weary and footsore World's Fair sightseer. It will present for his rest and relaxation a series of quaint, old-fashioned gardens, the kind that have long been a hobby of Henry Ford. There will be band stands, where concerts will be presented every day; there will be arrangements for other kinds of entertainment from time to time.

The Ford company plans to illuminate its building and grounds with brilliance and color at night. Balconies around the

buildings are expected to give the place an added charm by day as well as by night.

From the foregoing, which is "o-o-n-ly the beginnin'," it will easily be seen that the 1934 Big Show on Chicago's lake front will be something to see, even if a great many of us have already been there, seen and commented according to our several reactions.

The Art Exhibit

The Art Institute will again house the Fine Arts exhibit, as it did last year, giving to the masterpieces a setting worthy of their value to the world. In honor of James McNeill Whistler, the noted artist whose painting, "The Mother," was the leading art treasure of the 1933 exhibit, there will be a special gallery devoted to Whistler. The portrait of the artist's Mother was loaned from the Louvre in Paris, and was the only piece brought in last year from our United States.

There will be more to tell next month of the new wonders that will be seen at the 1934 Century of Progress—not the least will be the quite general change in the color and lighting schemes; but we have given our readers enough in the foregoing to constitute strong talking points for our "Business Getters" who can't begin too early to talk to their friends and neighbors about coming to Chicago to A Century of Progress Fair, and to have that opportunity to test the comforts and enjoyment of travel on The Milwaukee's justly celebrated trains.

A Golden Jubilee

Montana Stockgrowers' Association to Put on the Big Show May 24-26

THE golden jubilee of the Montana Stock Growers' Association will be the biggest celebration in the history of Montana, without exception.

It will be state-wide, and to some extent national, in scope, because livestock commission houses of South St. Paul, Sioux City, Omaha, Chicago, Denver, Spokane, Seattle, and Los Angeles will participate in one way or another.

To give an old historic background the cavalry troops and regimental band from Fort Meade, S. D., will be here, and will be temporarily located at historic old Fort Keogh.

Four tribes of Indians: the Sioux, the Cheyennes, the Mandans, and the Crows, with cavalry, will give the background. Everything else will be built from this.

On the third day, May 26th, there will be a mammoth pageant, or parade. In this all of the five railroads entering the state will have floats and there will be representatives from all of the following:

The four living charter members of the association and all pioneer industries of the State will have floats or stunts of some kind.

Four yoke of long-horned oxen have been broken to draw the covered

wagons, several ten-hitch, jerk-line teams of mules have also been broken.

There will be covered wagons, old stage coaches, and other vehicles of old times, by the score.

All officers of the Montana Stock Growers' Association, the cowboys of '84 will be represented, and members of the Half Century Club; old side-saddles will be revived, and a number of women, appropriately costumed, will ride in the parade.

The parade will be headed by a riderless horse, to represent General Nelson A. Miles' mount. Miles' uniform, stirrups, etc., will be strapped to this horse.

Many of the historic places will be revived, particularly the old places of amusement and recreation.

As an illustration, the old grand opera house, will be reopened, and a fine company of professional dramatic talent has been engaged. There will also be the barmaids operating in this place, to represent what are known as the old honky-tonks of fifty years ago, and the actors will wear the costumes of those days.

The famous old concert and dance halls, with the striking beauties of those days, will be in vogue.

The regular movie houses, in co-operation with the general committee, will display old-time western pictures during the three days of the show, which will be particularly appropriate for the occasion.

The women will all wear long skirts, puffed sleeves and bustles, and for a month previous all citizens will be attired in the garb of the range.

All music at dances and other places will be old-time stuff.

The night scenes on the streets will be beautiful. Thousands of incandescent lights, in colors, will form canopies throughout the thoroughfare.

The big parade, on the third day, will be followed by an immense barbecue at the Eastern Montana Fair Grounds. Fifteen steers and three buffaloes have been donated by ranchers for the occasion.

Following the barbecue an excellent program will be arranged at the Fair Grounds, where countless numbers typifying the life of the old frontier will be featured.

While it will be the biggest crowd ever assembled in any one city in Montana, plans have been well worked out to take care of the people. It is estimated that fifty Pullman cars will care for at least fifteen hundred people on the sidetracks. All available residential rooms are at the service of the committee, and there will be an abundance of cots, besides the towns of Terry and Forsyth, within an hour's ride, will take care of a lot of the overflow.

Milwaukee Employees Pension Association

Annual Report for the Year 1933

To the Board of Directors and Members of
The Milwaukee Employees Pension Ass'n.

In making the Annual Report of the affairs of the Milwaukee Employees Pension Association, there is submitted herewith full and detailed reports of the Secretary-Treasurer with his letter transmitting such reports, which completely and fully cover the operations and activities of your Association during the year 1933.

The books of the Association, as stated in letter of the Secretary-Treasurer, were audited by a firm of Certified Public Accountants, who verified the accounts and certified the Balance Sheet. Detailed analysis of the Balance Sheet will be found in the report of the Secretary-Treasurer, herewith submitted.

As required in the By-Laws, the Executive Committee canvassed the votes cast in the 1934 election, and the result shows that Mr. H. B. Earling and Mr. W. J. Killian, were reelected to succeed

themselves as members of the Board of Directors.

The membership statement shows a loss in members during the year. Due to business conditions, it was not possible to secure enough new members to offset the loss in membership through deaths and withdrawals. With more normal business conditions, it is hoped that our membership can again be increased.

Your Association is entirely dependent on the support of its members and all members are earnestly urged to continue their support of the Association.

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

Respectfully submitted,

L. C. BOYLE,
President.

Mr. L. C. Boyle, President,
Milwaukee Employees Pension Ass'n.

Dear Sir:

Herewith Balance Sheet showing the financial condition of the Milwaukee Employees Pension Association as at December 31, 1933, certified to by Messrs. Frazer and Torbet, Certified Public Accountants, who audited our accounts for the year ending December 31, 1933. For ready reference, the Balance Sheet, as at December 31, 1933, and December 31, 1932, may be summarized in comparative form as follows:

	December 31, 1933	December 31, 1932	Increase, Decrease *
ASSETS			
Current Assets—			
Cash	\$ 17,019.37	\$ 8,174.07	\$ 8,845.30
Accounts receivable	32,940.12	7,282.38	25,657.74
Accrued interest receivable	129,935.01	77,175.80	52,759.21
Total Current Assets	\$ 179,894.50	\$ 92,632.25	\$ 87,262.25
Investments—Net cost	2,258,051.86	2,271,068.26	*13,016.40
Fixed Assets	1,671.19	1,634.79	36.40
	\$2,439,617.55	\$2,365,335.30	\$ 74,282.25
LIABILITIES			
Current Liabilities—			
Refund Certificates payable	\$ 80,326.70	\$ 35,329.00	\$ 44,997.70
Advance payments by members	141.25	297.60	*156.35
Sundry Liabilities	19.32	19.32
Total Current Liabilities	\$ 80,487.27	\$ 35,645.92	\$ 44,841.35
Net Worth—			
Pension Fund	\$1,495,587.97	\$1,605,390.22	*109,802.25
General Fund	62,387.80	56,210.07	6,177.73
Income	801,154.51	668,089.09	133,065.42
	\$2,439,617.55	\$2,365,335.30	\$ 74,282.25

The Cash Account represents amount on deposit in bank subject to checks. This account shows an increase of \$8,845.30. We find it necessary to carry a larger balance in this account to take care of any possible emergencies during the unsettled business conditions.

The Accounts Receivable account also shows an increase of \$25,657.74. This account represents expenditures in connection with foreclosure proceedings to protect investments of the Association and otherwise safeguard the investments of the Association. It is expected that this account will be reimbursed for the expenditures shown, through redemption of the properties foreclosed or eventual sale of same.

Accrued Interest Receivable account shows an increase of \$52,759.21. This account represents interest accrued monthly, but not due, and also includes uncollected interest past due, principally, interest due on mortgages in foreclosure and which will be adjusted in final settlement.

The Investment Account shows a decrease of \$13,016.40. This amount represents a decrease in our investments, being the difference between securities paid during the year less reinvestments.

Total Current Liabilities show an increase of \$44,841.35. This increase is due, principally, to the issuance of refund certificates to members withdrawing from the Pension Association. These certificates do not become payable, under the By-Laws of the Association, until the member to whom the certificate is issued, attains the age of sixty-five or until such member's employment with the Milwaukee Railroad is definitely terminated, or in the event of the death of such member, the amount of the certificate becomes payable to the designated beneficiary.

(Continued on page 9)

Land for Garden Clubs

THE following notice to all superintendents has been issued by Vice-President Gillick:

We will continue, during the year 1934, the issuance of permits for the use of railroad property, not needed for railroad purposes, as gardens and encourage the organizing of garden clubs to be handled by former railroad employes and part-time employes as a means of providing employment and food, in the same way that such privileges have been handled in the past few years.

You are authorized to grant the privilege at any point to use vacant property in any community where it is available for the growing season of 1934 and by its use will not endanger in any manner the safety of the people using the ground, and with the assistance of the Women's Club and others organize so-called garden clubs.

In granting such privilege you should issue what is known as the standard employe's crop permit and, of course, no charge will be made for such privilege.

It should, however, be borne in mind that the use of railroad property for home gardening as a means of providing employment and food does not include the use of land for pasture purposes.

A Memento of Olden Days

THE Magazine acknowledges with thanks the receipt of some old letters written in 1888 together with an annual pass issued over C. M. & St. P. Railway issued to Mr. Charles E. Frink, who was at that time an employe of the Chicago & Grand Trunk Railway, living at Fort Gratiot, Michigan. With the pass were a letter transmitting the pass, written by John Gilbert, well remembered passenger agent at Chicago; also the well remembered business card of Mr. Gilbert, bearing on its face his picture and the legend beneath, "Look For Me." Probably this card of Mr. Gilbert's was a help to many a timid traveler, arriving in Chicago alone, who soon found himself in kindly hands and guided to his destination with the memory of John's cheery smile.

Another letter from W. M. Kemp, traveling emigration and freight agent for this company at London, Ontario, to John Gilbert bespeaks the friendly offices and attentions of his friend "John" to Mr. Frink, whom he characterizes "a grand good friend of the C. M. & St. P. Ry."

Mr. Frink is now living in Pontiac, Mich, and quite rightly thought that these mementos of so many years ago would find an interest among some of the old-timers of The Milwaukee who would remember those days and people.

She Must Be Good-Lookin'!

First Steno: Violet, how do you spell forty-two?

Second Steno: Why?

First Steno: Well, the boss dictated a letter saying that this man would make a good salesman; he has lots of intestinal forty-two.

ACCIDENT SAFETY PREVENTION



The Foremost Place

By Sigurd Frome

WEBSTER defines the word, "Safety" as freedom from danger, injury or damage; safe keeping. "First" as foremost in place.

If we are to heed the admonition of "Safety First," it becomes essential that we know where this foremost place is, in order that we may install, freedom from danger, injury, or damage, therein.

A wise sage once said, "Thought is the father of word and deed." The truth of which is proven by the many wonderful inventions of the past, the many marvelous accomplishments of the day, the efficient manner in which countless tasks are performed in everyday life. All bear witness of much study and thought.

The meaningless babble that pounds the ear at all hours of the day, or the hit and miss work, called "good enough," do not disprove the statement, but rather indicate that they are the offspring of confused thought.

Sitting beside my radio one evening, I tuned in stations from every corner of the United States. When one station's program failed to please, it required only a small turn of the dial to skip across the continent to another wave length and a different type program.

There were several stations, however, that I could not bring in distinctly on account of other stations broadcasting on the same wave length creating interference. One of the stations was producing a program of dance music; another, a reverent service and still another was offering tremendous bargains of some kind. All trying to come out of my speaker at one time succeeded only in creating a squealing jumble so confused that it was impossible to understand any of it.

The mind functions on much the same principle as the radio, only that instead of being tuned to wave lengths the mind is tuned to ideas; instead of sound reception we have thought reception. The more it concentrates on one idea, the

clearer will be the thoughts that come on that subject. But let the mind stray onto other subjects and there will be interference much the same as we have on the radio.

Station, "Despair, Doubt and Dislike," broadcasting on the lower frequency has a number of very able performers, who can hold their audience completely under their spell binding influence.

"Mr. Self Conceit" can smear on the self praise so thick that the mind will send the body strutting down the street, with hat cocked over one eye, cigarette perhaps dangling from the lips at a forty-five degree angle, totally unaware of anything except its own importance. Naturally the tasks assigned to that body will have little if any place in the thought reception.

"Mr. Anger," too, is a spell-binder when he is on the air. Under his influence the body tenses, eyes flash, teeth grind and hands clinch, the mouth spills forth its vial of wrath. No chance there for constructive thought.

"Messrs." Carelessness, Treachery, Dishonesty, Revenge, Jealousy, Lust, Cruelty, Hate, Stealth and others of the same breed broadcasting from D.D.D., can all create a rough house within the mind, writing their programs of destruction on the walls of memory. All the while confusing the mind that must issue orders to the tongue and body as it threads its ways through life. Causing it to commit errors that must be explained to other humans who have suffered loss through faulty execution of the work done for them.

When called upon to explain the wherefores and the whys of the failure, the mind then tunes in on "Mr. Guile, who is very clever in producing alibis, maybe one, two, three or any number of excuses, depending on how many are needed. If "Mr. Guile" can smooth the path for the offender, then the person can go on. But eventually even "Mr.

Guile" will fail to cover up the discrepancies and disaster, death and destruction that follow.

Station "Hope, Faith and Charity," broadcast on the higher frequency. Its performers are not perhaps so affluent in spell-binding their audience as are those from D.D.D. because they counsel unselfishness toward fellow humans.

They all seek to influence the mind to give to others first, advising that the reward of service will follow in accordance with its value.

"Messrs. Kindness, Loyalty, Honesty, Humility, Love, Mercy, Faithfulness, Purity, and others of the same clan," have no confusing influence on the mind that tunes in, but rather they are in accord with accomplishment of the day's duties. No rough house tactics there to mar the walls of memory. Nothing to conceal, no great obstruction to stand in the path of the body as it wends its way through life. No time wasted covering up deeds or words that would create an unpleasant situation if they were uncovered.

The tempests of life may be high and the waters rough, but there will be "Peace and Joy" within. Freedom from danger, injury or damage will be foremost in place. For, As a man thinketh, so is he."

Teaching Accident Prevention

By Rudolf Beier,

Milwaukee Store Department Shops

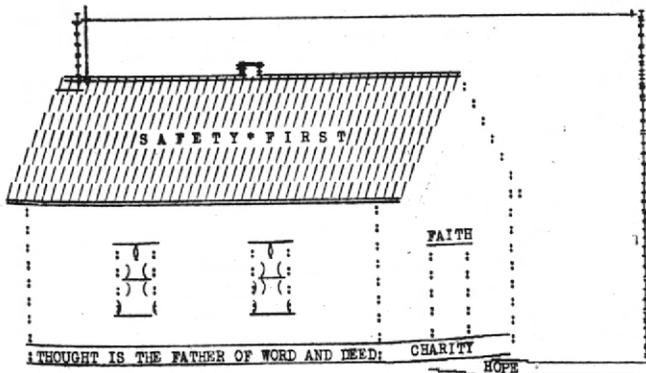
"A GENERAL review of working conditions on the Milwaukee as they were when little was known about the importance of Safety First, and conditions as they are now, reveals a vast and remarkable improvement. Large sums of money have been spent to carry on Safety First campaigns and to provide means of protection. A book has been issued consisting of rules to abide by. With the combined effort of the Management and the interest and fidelity of the employes, a fine record of Safety has been established, and The Milwaukee Road is now one of the leading railroads in the Safety First movement.

"Much has been accomplished, but there are ever new hazards to combat. Accidents are still happening and will continue to happen until the spirit of Safety First is implanted in the mind of every employe. This cannot be accomplished by criticism or threat, but by encouragement. A word of encouragement to a Safety-conscious employe for his interest in Safety First or for some safe performance of merit will do much to arouse a Safety spirit, and will create a desire to do greater things in the field of Safety.

"In our travels we are confronted with some things which make a deep and lasting impression upon our minds. Safety First should also make a deep impression upon the mind of every employe. Accident reports and Safety News are distributed and posted in an endeavor to impress upon the minds of all employes the absolute necessity of performing

(Continued on page 9)

Michael Sol Collection Seven



By Sigurd Foesen

Mr. Frome "Drew" This Cottage on His Typewriter

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXII

MAY, 1934

No. 2

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

CARPENTER KENDALL, *Editor*

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

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The Tax Burden

THE growing proportion of the railroad revenue dollar required to pay taxes illustrates forcefully the increasing weight of the tax burden on the railroads under decreasing traffic and declining revenues. In 1926, taxes consumed 6.09 cents of each railroad revenue dollar. For succeeding years the figures are as follows:

	Cents
1927	6.13
1928	6.37
1929	6.32
1930	6.60
1931	7.25
1932	8.07
1933	8.06

In view of the proportion of railroad revenues that, in the form of taxes paid, remains in the communities the railroad serves, whether these revenues be derived from local or through traffic, makes it clearly to the interest of citizens in these communities to encourage their railroads to add to their traffic and earnings in every way reasonably possible.

It can hardly be expected that the railroads, in face of continuing decrease in revenue, can continue to carry the proportionate part of the public tax burden they have heretofore borne. Indeed, the tax burden on some lines has already proven so heavy, in proportion to revenue, as to influence curtailment of employment and service, expenditures for maintenance, and in some cases encourage abandonment of operation entirely. In all cases, the lighter the traffic the more acute the tax problem becomes to the railroad.

With Western railroads paying eight or more cents in taxes out of each dollar of revenue, it would hardly seem to be wise policy for the West to join in precluding the railroads, on which it is dependent for service, from competing for through business with unregulated carriers operating entirely outside the country, and contributing no support to local government or public institutions in the interior of the country. A railroad's value, for the purpose of taxation, is necessarily related to the volume of its traffic, and as was long ago realized in England, some railroads would be deprived of much of their value if not permitted to meet water competition.

Abandoned Railroads

The Constructive Effects of Unregulated Competition

ABANDONMENT of 3,328 miles of railroad in the United States in

Eight

the past two years is an important fact in connection with consideration of the discriminatory competitive conditions, under which present regulatory policies compel railroads to operate. The abandonment in this two-year period has been greater than the total railroad mileage in any one of thirteen of the forty-eight states that now compose the Federal Union. The 1933 abandonment, 1,876 miles, and incidentally the largest aggregate abandonment ever recorded in any one year in history, was greater than the total mileage in either of five important states.

The destructive effects of unregulated competition naturally have proven most damaging to the lines of lightest traffic, and those dependent in greatest degree on traffic local to or originating on their own rails. Always important, "overhead" or "through traffic" has become increasingly important to railroads as other forms of transport have made continuing inroads on local traffic.

The situation in this respect has been most acute in the West, particularly in many of the less densely settled and developed sections traversed by several Western trunk lines. It has been a marked influence toward abandonment of many lines, thereby depriving hundreds of communities of all railroad service.

Considerably more than half the railroad abandonment in 1933 was in Western territory, the total for the year being 1,022 miles in the West. Abandonment in the West in 1933 was practically equal to that in the entire country in the three years, 1926, 1927 and 1928, and was greater than the abandonment for the entire country in any year in history prior to 1932, except 1921.

Card of Thanks

The family of Jud Smith wishes to express its grateful appreciation of the kindness shown by his many friends in sending flowers, and for the many expressions of sympathy.

MRS. M. WOODS.



"The stag at eve had drunk his fill."

Mrs. Jeanette Macdonald

ON Monday, March 19th, at a Madison hospital, occurred the death of Mrs. Jeanette Macdonald, wife of Superintendent J. A. Macdonald, after a brief illness of pneumonia.

Mrs. Macdonald was born in Marseilles, Illinois, was a graduate of Northwestern University. She was always identified with church and club activities, was president of Madison Chapter of the Milwaukee Railroad Women's Club, which she helped to organize in 1924, being its first president, as well as the head of the organization at the time of her passing.

She was a woman greatly beloved by her associates and numbered her friends by her wide acquaintance, all of whom join in expressing sympathy to the sorrowing relatives she has left here.

Mrs. Macdonald is survived by her husband, two sons and one brother. Funeral services were held in the First Presbyterian Church, Madison, of which she was a member, and were largely attended by members of The Milwaukee Family and of Madison Chapter of the Women's Club.

John Maloney

FRIENDS of John Maloney, veteran agent of this company at Sabula, Iowa, were shocked to learn of his sudden passing on March 17th, from a heart trouble.

Mr. Maloney was a veteran of 57 years of service, most of which time was spent at Sabula station. He was widely known and respected by patrons of the road who did business at his station, and numbered among his friends every employe of the Iowa and Illinois Divisions who enjoyed his acquaintance.

He was born in Savanna, Ill., in 1861 and is survived by his widow, three sons and three daughters, to whom the deep sympathy of the Milwaukee family is tendered in their bereavement.

John A. Oliver

ON April 1st, at his home in Minneapolis occurred the death of John A. Oliver, flour and grain agent of this company for the Twin Cities.

Mr. Oliver had spent practically all of his business life in railroad service and had occupied various positions in traffic lines before going to Minneapolis in 1921.

Mr. Oliver is survived by his widow, one daughter and two sons, to whom the many friends of the deceased tender their condolences in their bereavement. Mr. Oliver was 46 years of age.

Michael Sol Collection

J. S. Johnson, Sleeping Car Porter, born in Savanna, Ohio, November 20, 1876, died in Provident Hospital, Chicago, March 25, 1934. He was employed in this Department as a Sleeping Car Porter on May 11, 1914, until day of his death. He died from result of a stroke.

Oliver Jordan, Sleeping Car Porter. Born in Killen, Ala., June 28, 1884, died March 24, 1934. He was employed in this Department as a Porter on October 20, 1917, until day of his death. Reported ill at Milwaukee, Friday, March 23rd, was relieved, sent to his home in Chicago and died the following morning.

O. P. Taintor

ORANGE P. TAINTOR, veteran conductor, died in Mercy Hospital, Janesville, Wis., March 21st, after a long illness, in his 80th year. For many years before his retirement ten years ago, Mr. Taintor held the run on the Walworth, Wis., milk train, and lived in that city more than thirty years. He was in active service more than fifty years, beginning railroad work when he was sixteen years old.

Mrs. Taintor, whom he married in 1890, died last August. Surviving relatives are one sister living in Chicago and one brother living in Florida.

Funeral services were held under Masonic auspices at the Walworth home, and burial took place in Chicago.

Teaching Accident Prevention

(Continued from page 7)

their duties in a safe manner. Safety First meetings are periodically held to discuss unsafe conditions, to correct unsafe practices, and to incite right and safe thinking.

"Time and industry marches on and the teaching and study of Safety First is an endless task. We need not peer far ahead to see what the future has in store for us. We are on the very threshold of a new era. The wheels of industry are turning faster. New equipment are rapidly replacing old. With this new business, new hazards will appear and must be conquered. With the continued effort and cooperation of all employes, we should, however, experience no difficulty in maintaining and possibly bettering the Safety First record of The Milwaukee Road."

Milwaukee First—Safety Always

Perfect safety, highest speed,
Plus every comfort you might need
This combination well explains
Why patrons use "Milwaukee" trains.

One of Those Chips

The teacher was having her trials and finally wrote the mother: "Your son is the brightest boy in my class, but he is also the most mischievous. What shall I do?"
The reply came duly: "Do as you please. I am having my own troubles with his father."

MILWAUKEE EMPLOYEES' PENSION ASSOCIATION

(Continued from page 6)

The total amount of old age pensions paid during the year is \$137,620.10, and the amount paid during the year to members on account of disability and dire need, who have not established eligibility to old age pension as provided in the By-Laws, is \$9,312.50.

By action of the Board of Directors, the monthly pension of \$12.50 to pensioned members was continued until further action by the Board.

The General Fund shows an increase of \$6,177.73, and the Income Account shows an increase of \$133,065.42.

The membership statement, hereto attached, shows a total enrollment of 29,811 members, of which number 7 members were enrolled during the year 1933. The total losses in membership during the year by members being pensioned and through deaths, resignations, leaving the service, etc., were 1,984, leaving a membership of 16,417 at the end of the year.

The total number of members pensioned to the end of the year 1933 is 1,209, and the total number of pensioned members deceased is 295, leaving 914 members on the old age pension roll at the end of the year 1933.

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

The Executive Committee canvassed the votes cast in the March, 1934, election for two members of the Board of Directors and their report, filed in this office, shows that Mr. H. B. Earling and Mr. W. J. Killian were reelected to succeed themselves as members of the Board of Directors.

Respectfully submitted,

M. J. LARSON, Secretary-Treasurer.

Balance Sheet as at December 31, 1933

ASSETS.	
Current Assets—	
Cash in Bank	\$ 17,019.37
Accounts Receivable	32,940.12
Accrued Interest Receivable	129,935.01
Total Current Assets	\$ 179,894.50
Investments—	
Real Estate Mortgages at Cost	\$1,406,572.32
Real Estate Bonds at Cost	211,021.25
Railroad Bonds at Cost	171,258.75
State, County and Municipal Bonds at Cost	100,584.08
Other Bonds at Cost	123,725.00
Trustees' Certificates of Priority of Interest at Cost....	246,500.00
	\$2,259,661.40
Less: Reserve for Amertization of Premiums and Dis-	
counts—Net	1,609.54
Total Investment—Net	\$2,258,051.86
Office Furniture and Fixtures—	
Balance—December 31, 1932	\$ 1,634.79
Purchases during 1933	36.40
Balance—December 31, 1933	1,671.19
	\$2,439,617.55
LIABILITIES AND NET WORTH	
Current Liabilities—	
Refund Certificates Payable	\$ 80,326.70
Advance Payments by Members	141.25
Sundry Liabilities	19.32
	\$ 80,487.27
Net Worth—	
Pension Fund:	
Balance—December 31, 1932	\$1,605,390.22
Contributions Received from Members	259,046.68
	\$1,864,436.90
Old Age Pensions Paid	\$137,620.10
Refunds to Retiring Members.....	141,049.18
Refunds to Beneficiaries of Members	33,559.95
Dire Need and Disability Payments	9,312.50
Refund Certificates Issued	47,307.20
	368,848.93
Balance—December 31, 1933	\$1,495,587.97
General Fund:	
Balance—December 31, 1932.....	\$ 56,210.07
Dues Received from Members	23,743.95
	\$ 79,954.02
Operating Expenses Paid	17,566.22
Balance—December 31, 1933	62,387.80
Income:	
Balance—December 31, 1932	\$ 668,089.09
Income from Investments	133,007.05
Sundry Income	58.37
Balance—December 31, 1933	\$ 801,154.51
	\$2,359,130.28
	\$2,439,617.55

CERTIFICATE

To the Board of Directors:

We have audited the asset, liability and net worth accounts of the Milwaukee Employees' Pension Association as they appear on the records of account as at December 31, 1933. WE CERTIFY that the above statement is a correct copy of the balance sheet as appearing in our complete audit report as at December 31, 1933. A copy of

The Agricultural and Colonization Department

SUN RIVER PROJECT GROWING

New Acreages of Cash Crops Being Sown

STEP by step the irrigable acres in the Sun River Project, Fairfield, Mont., are being put "under water" and made ready for irrigation farming and settlement.

Bids for construction will be opened most any day and contracts let which will put 3,000 additional acres under irrigation by extending the Greenfields Division of the project. Most of this land is public domain and will be opened for settlement during 1935.

The first unit of the Mills Coulie Extension on the Ashuelot bench to be irrigated comprises about 6,500 acres. This unit is made up of privately owned lands and is completely Milwaukee served. Construction of this extension is expected to be begun this spring or early summer.

Further reports from the Sun River Project indicate that 2,300 acres of seed peas have been contracted for to be grown around Fairfield and Agawam, and that the farmers in the Greenfields Division expect to sow 1,000 acres of new alfalfa fields this spring.

UPPER MICHIGAN POTATO MINDED

Big Yields Build Up Better Farm Incomes

By Stanley D. Newton

THE Milwaukee Road is bringing many carloads of high grade potatoes to Chicago and Milwaukee from northern Michigan, where a cooperative movement in potato culture is meeting with success.

The movement was started about three years ago by the agricultural department of the South Shore Railway, cooperating with Michigan State College fieldmen, The Milwaukee Road, and other lines, the Upper Peninsula Development Bureau and hundreds of farmers.

It has been determined that the territory along the south shore of Lake Superior within a radius of 30 or 40 miles from the lake, is especially adapted to potato growing. Soil and climatic conditions are favorable and there is little trouble with insects and plant diseases. The cool breezes off the big lake prevent vine wilt-

ing in hot weather. Proximity to good markets is an advantage.

About 360 carloads of U. S. No. 1 Green Mountain table and seed stock are being shipped to market this season. Some of these potatoes came from northern Michigan farms which grew 500 bushels or more to the acre last year, despite the adverse weather conditions prevailing everywhere. John Frank of Lake Linden, a Milwaukee Road shipper, had a six acre field last year on which the yield was 557 bushels per acre. This record makes him the champion potato grower of Michigan until the annual contest next fall.

John Eilola of Hancock and John Delongchamp of Champion, in the Upper Peninsula of Michigan, have also marketed thousands of bushels of potatoes over the Milwaukee lines. The former was state champion in 1932, and the latter in 1931.

All shipments are marketed by the Lake Superior Potato Growers, Inc., a cooperative farmers' association with nearly 800 members. Chicago, Milwaukee, Detroit, Louisville and other cities have proved to be good repeating outlets for the association's products.

Practically all growers on the Milwaukee lines in northern Michigan will increase their potato acreage this year. Henry Ford ordered 42 acres planted to potatoes last year on his farm at L'Anse. He was so well pleased with the results that his farm forces have prepared 200 acres on which Green Mountain seed potatoes will be planted this spring.

NOTE: Mr. Newton, who wrote the foregoing, is publicity director for the Upper Peninsula Development Bureau.

Demonstration Homes

TWO buyers of cut-over land, near Randville, Michigan, expect to build homes this spring and summer, following plans drawn by the Engineering Department of Michigan State College. These homes will be constructed of logs

and may be built in units of three rooms on to which one or more rooms may be added as the needs and finances of the family permit, without at any time losing the balance or architectural beauty of the building. The logs will be stained for attractiveness and all provisions for convenience and rural needs of a northern family are attended to in the features of these homes.

They will serve as demonstrations for the neighborhood, vividly showing how materials at hand may be economically and attractively used in home construction.

Iowa Barley Meetings

MANY Iowa farmers intend to turn their barley acreages from that of feed production to that of producing a malting crop. This change was indicated at three well-attended meetings at Spencer, Algona and Mason City.

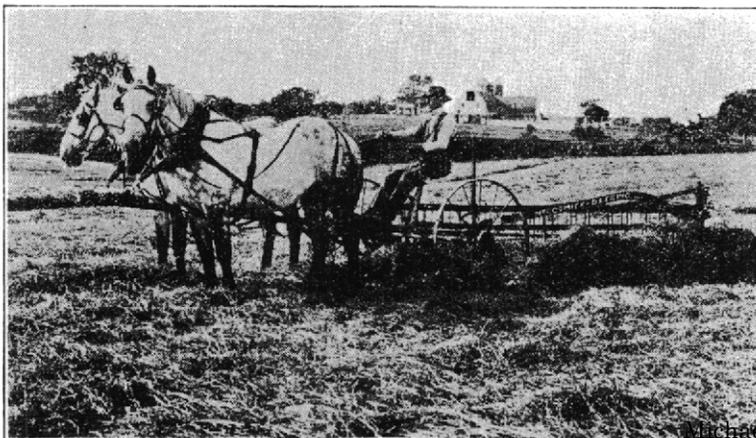
At these malting barley meetings, it was evident that the acreage of the crop would not be materially increased though the growers eagerly sought information about proper varieties for malting, how they might control diseases injurious to malting barley, and how they might handle their crop to provide the very lowest percentage of mechanical injury.

Northern and northeastern Iowa is generally recognized by the malting trade as one of the good barley producing sections of the country.

Farmers Feel Friendly

DURING the past several weeks, representatives of The Milwaukee Road participated in several of the annual meetings of livestock shipping associations in Iowa, Minnesota and Wisconsin.

The meetings were well attended by farmers representative of the communities served by these associations. In each there was a warmth of hospitality and friendship for our road that was most refreshing. The farmers often spoke of the courteous treatment they had experienced from our agents, trainmen, and others. At every one of the meetings several livestock shippers said: "We have done all the experimenting we care to do, have learned our lesson, and are now rail shippers."



Following several years of drouth in the North Central States, live stock farmers hope to replenish their depleted supplies of hay the coming summer, insuring feed for next winter.

our complete audit report is on file with the Secretary-Treasurer of the Association. Our audit did not include an appraisal of the assets nor the computation of the liability under the pension agreements in force.

(Signed) FRAZER AND TORBET,
Certified Public Accountants,
Members, American Institute of Accountants.

Chicago, Illinois, February 16, 1934.

MEMBERSHIP STATEMENT AS AT DECEMBER 31, 1933.

	Totals 1932 Report	Year 1933	Total	Total
Total Members Enrolled	29,804	7	29,811
Losses in Membership—				
Deceased	1,764	177	1,941	
Resigned	1,698	1,071	2,769	
Left Service	6,286	632	6,918	
Forfeited	481	39	520	
Duplicate Enrollments	128	128	
Members Pensioned	1,134	75	1,209	
	11,491	1,994	13,485	
Less Reinstatements	88	3	91	
	11,403	1,991	13,394	13,394
Net Membership End 1932	18,401			
Net Decrease in Membership 1933		1,984		16,417
Net Membership End 1933				1,209
Members Pensioned End 1933				295
Deceased Pensioned Members End 1933				914
Net Pensioned Members End 1932				

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Summary of Activities Covering Fiscal Year, January 1 to December 31, 1933, Inclusive

Membership on December 31, 1933—Voting, 4,243; contributing, 6,201; total.....	10,444
Expended for Welfare, Good Cheer and Benefit.....	\$18,578.50
Estimated Value of clothing and other articles received by and distributed by the club—not requiring an expenditure from its funds.....	2,987.38
Number of Families Given Aid.....	905
Number of Families Reached Through Good Cheer Activities.....	2,973
Number of Families Given Thanksgiving and Christmas Baskets.....	776
Personal and Telephone Calls made in connection with Welfare and Good Cheer Activities	25,418
Messages of Good Cheer and Sympathy sent.....	2,184
Donated by the General Governing Board to Chapters for Relief Work— included in above figures.....	\$ 6,050.39
Donated by the Association of Veteran Employees to Chapters for Relief Work —included in above figures.....	\$ 2,787.01
Cleared on Ways and Means Activities.....	\$ 9,442.98
Balance in the General Governing Board and Local Chapter Treasuries as of December 31st	\$26,808.54
Number of Books in Circulating Libraries on December 31st.....	4,535
Number of Books Loaned to Members from Circulating Libraries.....	11,858

Respectfully submitted,
GENERAL GOVERNING BOARD.

Chicago, Illinois, March 8, 1934.

Avery Chapter

Mrs. W. J. Craig, Historian

THE January meeting of Avery Chapter was held Wednesday, the 31st, in the club rooms. Our new president, Mrs. Martin Koehler, presided.

We were all very happy to learn that our Chapter had been awarded \$10 in the membership campaign for the year. Mrs. Frank Kroll, Jr., deserves much credit in attaining this goal.

Mrs. E. A. Shook, our new ways and means chairman, reported \$10.65 cleared on the dance given January 27th in the school house. Everyone declared it was the best dance ever held in Avery, and urged her to have them more often.

After the business meeting, refreshments were served, followed by an hour at pinochle.

On February 28th, we held our regular meeting in the club rooms. Mrs. Martin Koehler, president, presided. After various reports were read and approved, our secretary, Mrs. C. C. Higel read a card she had received from our past president, Mrs. D. P. Saunders, who is in Portland at present. The little verse on the card:

"Just an every-day message

That somebody sends

To show you are thought of

Because we are friends"

is so typical of Mrs. Saunders—she is al-

ways remembering all of us, all the time.

Mr. Saunders is improving steadily, they tell us, and we all hope he will be well soon.

Our sunshine committee has been more than busy this month, so many have been ill. She reports 20 personal calls, 9 families visited and 4 telephone calls. Hurrah for Avery! Our sunshine lady—Mrs. H. E. Theriault—has a telephone.

After the business of the day was over our social committee, with Mrs. David Reynolds as chairman, served refreshments, after which we played pinochle.

George Washington's Birthday was carried out in favors and decorations and when we were ready to adjourn everyone stood and sang "America."

On March 6th a Silver Tea was held in our club rooms. Mrs. Higel and Mrs. Harigan presided. Most all the members were present.

Our regular March meeting was held the 27th in the club rooms.

The club motto was recited in unison, followed by roll call with 18 members answering with their favorite color.

We were very happy to have Mrs. Applegate and Mrs. Barrett of Calder, Idaho, with us at this meeting and hope they will soon add their names to our membership list.

Secretary's report was read and approved. Treasurer reported a balance of \$47.46.

Our membership chairman, Mrs. R. A. Frank, has certainly been on the job. She reports a total of 66 members, which is more than we have ever had.

And our sunshine lady, Mrs. H. E. Theriault, is another busy chairman. She reports 30 personal calls, with flowers and other remembrances of various sorts given, valued at \$9, with no cost to our club.

Ways and means, Mrs. E. H. Shook, reported \$4.65 profit on a pinochle party given in the club rooms March 10. Owing to a downpour of rain the crowd wasn't as large as usual but all who ventured out reported a good time. High scores were held by Mr. James McIntee and Mrs. W. J. Craig.

Following an experience last winter, where one of our members had to be taken to the hospital on a stretcher, the dire necessity of making these trips as comfortable as possible for the patient arose. Headed by Mrs. E. H. Walters, ways and means were sought to purchase a comfortable stretcher. Our Community Ladies' Club is always on the lookout to lend a helping hand, so now we have a half interest in one of the latest style stretchers on the market. It has springs, rubber tired wheels, a mattress, and it can be adjusted for the patient to lie down or rest in a reclining position. In fact, it is the last word in "stretcher" comfort. It is in our club rooms and is ready for use to anyone in all our community.

We are having some very interesting and instructive talks on Safety First. Mrs. Wharton and Mrs. Dietrich were the speakers at this meeting.

Mrs. Koehler read the copy of amendments which are being prepared for our book of rules. After discussing them and giving each due consideration, we voted to accept them as read.

A motion was made to adjourn, after which a novel Easter lunch was served, followed by three tables of pinochle.

Butte Chapter

Mrs. David G. Goggin, Historian

BUTTE Chapter held its regular meeting on the first Monday of March with Mrs. H. C. Johnson, president, presiding. Reports of the Treasurer, Secretary and Chairmen of various Committees were rendered and business of importance was discussed and acted upon. Following the business meeting, cards and a social evening was enjoyed. Delicious refreshments were served by the hostesses, Mrs. Art Jersey and Miss Margaret Hickey.

A most enjoyable Bridge party was held the last of January, the proceeds of which were used to purchase a piano for the club rooms. David G. Goggin won 1st prize for Bridge and Charles G. Bleichner won 1st prize for Whist. Twenty tables were in play and following the cards a dainty repast was served by members of the club. A quilt made by members of the club was raffled and won by Mr. H. G. Humphrey.

The junior members of the club were entertained February 17 with a valentine party. Games, music and a splendid program were enjoyed during the afternoon and refreshments were served by the following committee: Mesdames W. T. O'Reilly, H. Clemmens, H. C. Johnson and James O'Dore. Each child attending was presented with a pretty valentine.

Our club motto prettily engraved and framed is an added attraction to our club rooms.

A silver tea sponsored by the following committee: Mesdames M. J. Welsh, H. C. Johnson, L. K. Sorenson, C. G. Bleichner and G. L. Porter, will be held in the near future at the home of Mrs. G. L. Porter on Excelsior street.

Twin City Chapter

Frances V. Scovill, Historian

A POT LUCK supper, which was a huge success, preceded the regular meeting held in the club rooms March 5th. The usual reports were rendered including report by the Ways and Means Chairman covering the dance held February 6th at

Report of Activities, by Chapters, Nine Months, April 1 to December 31, 1933, inclusive

Chapter	Spent on Welfare, Good Cheer and Benefit	Est. Value Donations Requiring No Expenditure	Welfare and Good Cheer Calls Made	Good Cheer Messages Sent	Cleared on Ways and Means Activities	Donations to Chapters Gov. Board	Veterans' Fund
Aberdeen	\$ 399.06	\$ 130.00	886	91	\$ 253.01		
Alberton	64.65	.50	36	9	135.05		
Austin, Minn.	299.35	13.00	567	42	185.05	\$ 97.47	\$ 149.40
Avery	58.44	15.80	161	12	53.72		
Beloit	346.69	9.30	290	23	132.01	225.00	
Bensenville	315.34	110.00	109	7	70.57	325.00	
Black Hills	29.36		277	2	43.91		
Butte	50.66		93	4	25.25	50.00	
Cedar Rapids	41.64		76	2	4.56		
Channing	23.68		394	54	79.47	25.00	
Chicago, Fullerton Avenue	723.19	218.35	131	3	866.31		
Chicago, Union Station	714.65	110.00	191	2	478.97		115.75
Council Bluffs	87.99	13.00	162	25	51.18	25.00	
Davenport	32.79	1.00	110	19	73.02		
Deer Lodge	22.75		25		10.00		
Des Moines	94.53	10.35	125	1	47.08	70.00	
Dubuque	334.10	34.75	449	84	121.34	205.90	198.44
Green Bay	96.65	9.00	280	26	47.98		
Harlowton	101.63	18.00	213	1	57.18	50.00	
Janesville	220.97	68.50	1,002	68	136.54		
Kansas City	228.10	8.96	330	25	41.18	140.00	
La Crosse	111.44		186	9	40.90	25.00	30.00
Lewistown	23.30		121		24.85		
Madison, S. D.	137.55		196	1	12.60		63.01
Madison, Wis.	227.37	16.16	681	31	256.67		
Marion	172.66		126	13			62.95
Marmarth	30.40	45.50	150	32	46.85	25.00	
Marquette	83.30	6.75	105	28	68.06	55.00	3.10
Mason City	228.62	77.94	720	42	56.95	50.00	2.50
Milbank	139.48	29.00	433	32	40.50		97.53
Miles City	278.51	23.60	730	23	147.10		
Milwaukee	460.10	7.00	154	46	419.09		87.15
Mitchell	86.25	2.00	40		34.00	86.00	
Mobridge	470.89	18.90	332	73	207.39	225.00	
Montevideo	110.01		42	4	28.00		120.00
Murdo	163.45	19.80	126	16	35.12	156.45	
Ottumwa	268.24	195.25	645	67	93.65	50.00	69.00
Perry	269.06	94.62	167	19	53.50		98.79
Portage	255.70	25.00	751	17	118.03		51.70
St. Maries	65.73	3.50	150	5	12.40	85.00	
Sanborn	62.14		18		10.00		64.84
Savanna	539.02		192	19	251.07	100.00	386.10
Seattle	116.27	15.50	535	49	162.65		
Sioux City	45.40	53.90	141		16.97	50.00	
Sioux Falls	154.00	17.25	93	21	122.93		
Spokane	37.60	3.50	126	8	11.17	60.00	
Tacoma	243.84	36.25	239	47	201.10		5.00
Terre Haute	444.48	201.00	246	56	131.80	325.00	20.00
Three Forks	212.73		71	22	25.90	150.00	
Tomah	236.43	165.18	959	84	140.26	160.00	9.92
Twin City	393.66	2.00	118	5	374.40	137.90	162.35
Wausau	247.59	69.20	910	92	167.55	50.00	
Total	\$10,641.44	\$1,889.51	15,410	1,351	\$6,224.84	\$3,003.72	\$1,797.53

Note: The number of families, Membership and Balance in Treasury December 31, as shown on statement for January 1 to December 31, 1933, apply also to the nine months covered by this report.

the St. Paul Coliseum, at which \$155.75 was cleared. Following the business meeting, cards were played.

A very enjoyable card party was given March 9th, which netted \$13.85. During the evening a pillow made by Mrs. Arnold, sewing chairman, was raffled, which brought \$8.90.

We were very sorry to hear of the sudden illness of our president, Mrs. E. J. Sainsbury, who was taken to Midway Hospital in St. Paul for an emergency appendicitis operation. All are happy to know that she is now at home and getting along nicely.

A second pot luck supper was held in the club rooms April 2nd, followed by the regular monthly meeting, presided over by Mrs. C. F. Holbrook, first vice president, in the absence of Mrs. Sainsbury. Plans were made for a dance to be held May 4th at the Curtis Hotel. During the evening a box of candy made by Mrs. R. C. Donehower was raffled, bringing \$5.33. Mr. Nickey held the lucky ticket.

A very good crowd attended a card party in the club rooms Friday evening, April 6th, at which \$12.25 was realized.

Tacoma Chapter

Mrs. W. L. Delaney, Historian

TACOMA CHAPTER held its February meeting on Monday, the 26th, being presided over by Mrs. W. A. Monroe. The committee of hostesses for the 12:15 luncheon included Mesdames Carl Hoffman, James Foley, William L. Delaney, W. G. Densmore, A. Pentecost, Richard Wende, Glen Russell, T. Flemming, Frank Rusch, Edward Mitchell and J. D. Lyle.

Members of the board are asked to meet at 10 o'clock in the morning the day of the regular meeting.

The committee in charge of the March luncheon on Monday the 26th included Mesdames M. G. Roper, E. P. Wilson, J. F. Eccles, F. E. Devlin, N. B. Footit, Frank Buchanan, Laura Lehman, E. L. Cleveland, H. W. Guenther, Henry Lemm and Horace Turner.

The following Seattle ladies attended the luncheon and meeting: Mrs. Axelson, Mrs. Muehlhausen, Mrs. Hurd and Mrs. Lano. We are always very happy to have these visitors from our neighboring city.

Mrs. Carl Lundell read a very interesting paper on **Safety First**.

We have changed the name of our "Penny Drill" to "Sunshine Drill." The money is turned over to Mrs. Schmidt, Sunshine chairman, for flowers to be taken to any of our members ill in the hospitals.

At our next meeting on April 30th we expect to hear a lot of news from Mrs. Monroe regarding the general get-together meeting which will be held in the grand ballroom of the Palmer House Hotel April 21st in Chicago.

Three Forks Chapter

Mrs. Frank Eckard, Historian

REGULAR meetings of Three Forks Chapter have taken place throughout the winter followed by cards and light refreshments. At the April meeting it was voted to take the usual three months' vacation, our meetings ending in May, until September. The May meeting will feature a "pot luck dinner" for members and their families. Our chapter's "pot luck dinners" are justly famous and always draw a big crowd.

The chapter with other organizations of the railroad are planning a Milwaukee picnic to be held some time during the summer. Michael Sol Collection

Union Station Chapter

Kathleen O'Neil, Historian

THE regular monthly meeting was held Tuesday evening, March 6.

Supper was served in the Fred Harvey Coffee Shop to about 90 members and their guests.

A short business meeting was held in the Club Room, presided over by Mrs. W. R. Dolan, President.

Due to the large attendance to see "An African Hunt," a motion picture taken of the George Getz Expedition to Africa, the film was shown in the Conference Room. Dr. A. R. Metz, who accompanied the Expedition as "Doc" and through whose courtesy the film was presented to our Chapter, added further interest to the film by his splendid and humorous descriptions of the big hunt, the kills, the native dances, the jewelry worn by the ladies, the bologna trees (believe it or not), the duties of the different members of the Expedition—in fact, a more entertaining film and talk would be hard to find, and a rising vote of appreciation was extended Dr. Metz at the conclusion of the picture.

Following supper served in the Fred Harvey Coffee Shop to about 40 members, the regular monthly meeting was called to order by Mrs. Dolan, President, in the Club Room, Tuesday evening, April 3.

After the current business of the month was disposed of, the rest of the evening was devoted to cards. Prizes were distributed to the winners.

Mitchell Chapter

YES, here we are again, rarin' to go. It's the Mitchell correspondent, broadcasting the latest events of their Chapter.

Tuesday evening, March 20th, a splendid meeting was held in the club rooms at Mitchell. There were 40 members and 6 officers present. Our new President, Mrs. Wm. Lane, presided over a very peppy business meeting. At this meeting we elected our representative to the annual meeting to be held in Chicago on April 21st and 22nd. Mrs. Lane was unanimously elected with Florence Paullin elected as an alternate. From all the enthusiasm shown there will be quite a few members go from our Chapter.

At this meeting plans were made to hold a Get-together program and dance in the passenger station April 3rd. This dance is to be a social affair and will be for Milwaukee employes and their families.

Our relief chairman reported calling on several families and bringing aid and cheer to them during the past month.

At the close of the business meeting an informal evening was spent and refreshments were served late in the evening by Mrs. Jack O'Neal and Mrs. Chas. Sloan.

Mrs. Sloan, membership chairman, is working hard for new members and much interest is being created.

Janesville Chapter

Mrs. James Fox, Historian

REPORT of our club work during February and March is as follows: Sunshine—52 telephone calls, 27 cards, 24 personal calls, 2 baby gifts. Welfare—31 telephone calls, 26 personal calls; milk, coal (7 tons), groceries sent to the needy, and \$13 value of clothes at no cost to the club; 9 families receiving aid. Membership—34 voting, 31 continuing, total, 65; house chairman reports \$25 rent collected. Ways and Means—6 card parties netting \$25.85, with Mesames Dallman, Gregory, McCue and Kruse acting as chairmen.

Sympathy of our club is extended to Supt. J. A. MacDonald and family, also to the Wright, McVicar, Johnson, Joyce and McCue families.

I wish to congratulate our Safety First chairman, Mrs. John O'Connor, for receiving a button from the safety meetings held in one of our schools. She also asked to have a ladies' night and at our last meeting gave an interesting talk on colds, overeating, and advised drinking water often. Our president, Mrs. Gregory, has

made 31 personal calls and 161 telephone calls.

About 20 members are planning to attend the luncheon at the Palmer House April 21st.

We are glad to report Mr. John Schicker about to leave the bed which he has been in for over three months with a broken hip. Mr. Nick Hulick and Mr. Wm. Tassell also on the gain.

Miles City Chapter

Lois C. Webb, Historian

MILES CITY CHAPTER met Monday, March 2nd, with the usual good attendance. Little Miss Dolores Helm favored us with two piano selections and Miss Frances Calvin pleased all with two readings.

Reports given showed much sunshine work done, cards sent to sick members and many calls made. Mrs. James, chairman of the good cheer work, reported thirty-nine families reached during March.

Mutual Benefit, under Mrs. C. A. Nummendor, is busy extending aid where needed.

Mrs. Gilmore of the ways and means committee reported \$33.80.

The Safety First work under the chairmanship of Mrs. S. E. Moss is being made instructive and interesting to all. She gave a number of practical precautions and ended her talk with the slogans based upon the NRA, "Now Reduce Accidents," "No Reportable Accidents" and "No Risks Allowed."

Mrs. Greer reported seven new members and that our chapter continues on the roll of honor. Mrs. Greer is putting on a campaign for the membership prize.

Mrs. Earl Farr, corresponding secretary, being out of town, sent in her resignation and Mrs. A. W. Herven was elected.

It was voted to send our president, Mrs. H. L. Pitner, to Chicago to attend the general governing board meeting April 20th. Mrs. Pitner will also attend the general get-together luncheon at the Palmer House Saturday, April 21st.

Mrs. Gilmore announced that all was in readiness for the dance to be given Easter Monday, April 2nd, at the Auditorium.

Delicious refreshments were served at the March meeting by Meses. Helm, Glen, Nummendor and Ruegge.

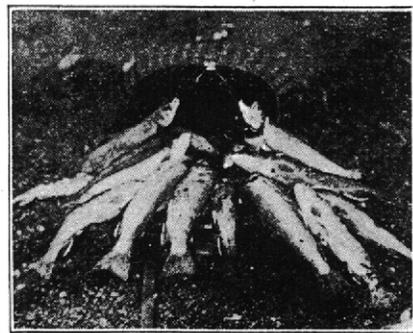
A bridge party was given March 13th. Twenty tables were in play. High score for contract went to Mrs. Loren Anderson and high score for auction was won by Mrs. F. Wight. The hostesses were Mesdames W. F. Anderson, Maud Bugby, M. D. Whitney, George Cobb and W. H. Wise.

The Young People's Dancing Club enjoyed another delightful party in March. Eighty-four enjoyed the music provided by the Wagner Orchestra. Mrs. Wm. F. Kelly was assisted by Mrs. J. V. Anderson in serving the cakes and ices.

The Easter Monday ball was well attended as all realized the proceeds would be used to good advantage.

The Halsey Quartette, charming and talented little girls, gave several hill-billy selections. Little Miss Dorothy Halsey favored with a tap dance and Miss Harriet Brown sang several delightful numbers.

A very happy occasion was made happier by the arrival of our new mayor, Mr. H. E.



A good catch by Harry Fowler at Twin Lakes, Wisconsin

Riccus, master mechanic of this division. Mayor Riccius said a few words which were enthusiastically received.

On Friday, April 6th, a business meeting was held.

Reports showed that Mrs. Pitner had selected her committees wisely and each chairman gave an excellent account.

Outstanding reports were those of Good Cheer, Safety First, Ways and Means and Membership.

Mrs. James told of 247 personal calls, 47 telephone calls and 36 families reached.

Mrs. Moss advised, this being house-cleaning time, added caution was necessary. Inasmuch as the railroad prized and worked to maintain a safety record, the families should also co-operate at home.

Mrs. Gilmore was given a rising vote of thanks for the successful dancing party she had planned for Easter Monday; Ninety-one dollars and fifty cents was cleared. Mrs. Gilmore also reported \$38.94 made from rentals and the card party.

Mrs. Greer turned in 36 new memberships.

The club thanked Mr. Charles Brown for the beautiful cedar electric candlesticks which he made and which now grace the mantle of the clubhouse.

We were indeed sorry to hear the sad news of the passing of Mrs. Elizabeth Goggins, wife of Mr. B. J. Goggins of Harlowton. She was a former officer and faithful member of Miles City Chapter who always did more than her share.

Madison (Wis.) Chapter

Mrs. C. Allemang, Historian

A DARK cloud of sorrow cast its shadow over our Women's Club when God, in His wisdom, took from us our beloved president, Mrs. J. A. MacDonald, after a short illness of only a week. Her sudden illness and death has left the entire club so stunned that even at the present writing we are hardly able yet to realize that she has been taken for always. Her gentle nature and kindly smile, along with her thoughtfulness of those in trouble and in need, and her willingness to help at any time was an inspiration to those who knew her to want to be like her, and one felt richer in knowing they had enjoyed the friendship of such a beautiful character.

She served our club twice as president, the first time in 1925, when the Chapter was organized, and the second time starting January, 1934.

Mrs. MacDonald passed away at Madison Hospital, March 19th, of pneumonia. She was born in Marseilles, Illinois, was a graduate of Northwestern University, and had lived in Madison for the past 16 years.

The services were attended by a large number of the club members and her memory will be cherished by all of her co-workers in the Women's Club, of which she was an acknowledged and able leader.

Mrs. Chauncey Corcoran, our social chairman, planned a very successful hard times party, which was held at the club rooms, Saturday evening, March 10th, and was very well attended. Prizes were awarded to Mrs. Q. Brey and Mrs. Carl Knope. A three-act comedy entitled "A Railroad Family" was presented by members of the Chapter. After the entertainment, pie, ice cream and coffee were served.

Sewing has started in earnest each Wednesday. A noon luncheon is held for members and families and the afternoon is spent sewing. Mrs. Killian has charge of the sewing and Mrs. Carter the noon lunch.

The regular meeting was held at the club rooms, March 14, at 2:30 p. m., Mrs. Thatcher, second vice president, presiding in place of our president, who was critically ill. The convention in Chicago was discussed. Mrs. Fred Liegois was appointed Safety chairman.

We regret to mention the death of the husband of one of our faithful members, Mrs. Tom Taylor. Mr. Taylor died very suddenly during a short vacation, at which time he had planned, with Mrs. Taylor, to spend a week or 10 days in the East. He was buried at his old home in Blue River, Wis.

Michael Sol Collection

Milbank Chapter

Clara Phelan, Historian

MILBANK CHAPTER continues to enjoy regular meetings and social affairs in their commodious club house on the railroad station grounds. Our membership has grown above that of last year, making it possible for us to win one of the membership prizes offered by the General Governing Board, so that with our dues and the rental received for the club house from other organizations, we have managed to have sufficient money on hand to care for our relief work. We have given to many worthy causes, such as supplying milk for the under-nourished children at the schools, and we have offered our services to the local Red Cross or in any other place where we may be needed to help human needs.

At our afternoon regular meetings, we always have splendid programs followed by a discussion led by our Safety First chairman and committee.

The "depression" seems to have dealt more kindly with us than with other groups, but death has moved slowly but surely among us, and in the passing of conductor Herbert Sutcliffe, engineer Charles Miller and Andrew Grove, the club's loss was great. As an expression of condolence, may these little verses be spread hereon:

"I think that God is proud of those who bear

A sorrow bravely. Proud indeed of these Who walk straight through the dark to find Him there

And kneel in faith to touch His garment's hem.

Oh, proud of them who lift their heads to shake

The tears away from eyes that have grown dim;

Who tighten quivering lips and turn to take The only road they find that leads to Him.

"How proud He must be of them! He who knows

All sorrow, and how hard grief is to bear. I think He sees them coming and He goes With outstretched arms and hands to meet them there;

And with a look—a touch on hand or head, Each finds his hurt heart strongly comforted."

Officers of Milbank Chapter for the current year are: president, Mrs. Grace Phelan; 1st vice president, Mrs. Maud McFarlane; 2nd vice president, Mrs. Ethel Eastman; treasurer, Mrs. Josephine Drerey; secretary, Mrs. Alice Nixon; historian, Mrs. Clara Phelan. The chairmen are the following: relief, Mrs. Ella Zoback; membership, Mrs. Gertrude Leonhart; ways and means, Mrs. Stanley Wynne; safety first, Miss Huldah Grossman; constitution and by-laws, Mrs. Rose Baird; social, Mrs. Ida Reeves; auditing, Miss Huldah Grossman.

La Crosse Chapter

Mrs. Charles J. Wethe, Historian

LA CROSSE Chapter held its March meeting on the 7th, with its president, Mrs. Frances Wood presiding.

Our Washington Tea card party, February 23rd, was a success both socially and financially. There were eleven tables and the treasury was ten dollars better off at its close. The door prize went to Mrs. Harry Peed and the other prizes were won by Mesdames Frank Hayes, A. R. Kidd, Dewey Brown and George Smith.

The welfare and good cheer chairman reported during the month of February and up to March 7th eleven families had received good cheer in different ways from the club. Up to this time \$130.41 worth of coal was distributed to our people needing it, the County paying 90 cents per ton to men with trucks hauling same. So by this method many families were helped.

The Governing Board convention was announced at this meeting to take place Friday and Saturday, April 20th and 21st, at the Palmer House in Chicago, the luncheon to be served at 1:30 p. m., Saturday. It

was voted that the club send the president for the two days, with Mrs. Ed Merrill, our former president, as alternate.

It was voted to change our meetings from the first Wednesday p. m. of the month to the First Friday p. m. of the month in order to accommodate a number of the members. At this meeting, our membership chairman, Mrs. Mary Hurley, reported 84 members. Serving committee: Mesdames Thurber, Greener, James and Peed.

This year is the tenth anniversary of the club and we hope all Milwaukee families will celebrate it by becoming members and that all members will show their good will by attending the meetings. We have our business meeting, followed by a social time at progressive card games, ending with a substantial lunch. Come out and meet us; we want you.

April meeting of our club was held Friday, the 6th, at the club rooms, our president calling the meeting to order. Reports were given by the different officers and committee chairmen. The welfare and good cheer chairmen, Mesdames Merrill and Morelli, reported supplying coal where needed, four pair of shoes to needy children—besides ten families received good cheer in other ways.

The membership chairman, Mrs. Hurley, reported at this meeting 101 members. Committee serving at this time were: Mesdames Probart, Rogowski, Reichalt and Swinzrod, Jr.

A Travel Basket was started on its travels. When this basket comes to you, buy something from it, donate something to it, take your next number and send it on to its next stop. By this method we can keep the basket going a long time. At the end of its journey, the club gets the money, and the one holding the lucky number gets the basket.

It was decided to have a 1 o'clock covered dish luncheon at our next meeting, May 4th. Committee in charge: Mesdames Harry Gibson, Ellis Schmitz, A. R. Kidd and Thos. Travis. All members welcome.

Kansas City Chapter

Mrs. Roy G. Larson, Historian

THE March meeting was held at the home of Mrs. Woodward. A 1 o'clock luncheon was served. The committee chairmen made the regular reports. Regular business being disposed of, work was begun on a quilt, which is to be sold at a later date. The members donated the quilt blocks. It was announced a benefit bridge party would be held on March 20th in the Kansas City Gas Company building in Country Club Plaza. Meeting adjourned.

The April meeting was held at 2 o'clock, Monday, April 2nd, in the home of Mrs. Robt. Hecker. The regular business was taken care of and reports made. Mrs. Morrison, welfare chairman, reported having made 20 calls in March and assisted three families, total expenditures for relief work during March being \$28.22. Meeting adjourned.

The benefit bridge party was held as planned at the Plaza branch of the K. C. Gas Company, there being ten tables. The Gas Company furnished the room, tables, etc., and a light luncheon in return for the ladies attending a short demonstration of gas appliances. A net profit of \$10 was reported. Mrs. Woodward was appointed a delegate to the convention to be held in Chicago in April. Several of the members are planning to attend.

Green Bay Chapter

Mrs. E. F. Palmer, Historian Pro Tem

GREEN BAY Chapter held its regular meeting in the club rooms March 1, 1934, preceded by a 6:30 pot luck supper which was well attended and enjoyed by all.

The president, Mrs. Martyn, asked Kenneth Carlson to open the meeting by playing "America" on the piano.

The regular order of business was conducted and fine reports were given by all the chairmen. Welfare chairman, Mrs.

Cheany, reported 12 telephone calls and 8 personal calls. Good cheer chairman Mrs. Keyes, reported 15 personal calls and 18 telephone calls.

Mrs. Crim, chairman of Safety First, read a paper on Safety First and how wives and mothers can help at home making things more pleasant and easier for the men.

Our membership drive closed February 27th with 415 members, Mrs. Hart's team winning with 215 cont. members and voting members, Mrs. Sant Amour's team having 105 cont. members and 38 vot. members.

The Club extends sympathy to Mrs. McLean on the death of her husband. McLean had been an employe of the Milwaukee R. R. since 1887 and will be greatly missed by his associates.

The penny march was then held with Kenneth Carlson furnishing the music.

Meeting was adjourned and cards were played.

On April 4th the regular meeting was held at 8 p. m. in the club rooms, Mrs. Cheany, past president, presiding.

The welfare chairman reported 111 personal and 12 telephone calls made. Good cheer chairman made 10 telephone, 7 personal calls. The membership chairman, Mrs. Sant Amour, reported 425 members. Mrs. Hart, the ways and means chairman, announced \$10 cleared on a card party March 18th.

Meeting was adjourned and cards were played.

Our social afternoon was held April 10th with a good attendance. Bridge and cards were played and refreshments were served. Mrs. Baenen and Mrs. Jansen in charge same.

Malden Chapter

Mrs. John H. Vassey, Historian

A NEW star is on the horizon; it appeared March 27th at the home of Mrs. Field Noble and it was named The Malden Chapter of the Milwaukee Railroad Women's Club. It shines with great brightness and luster, for it has 56 points, 14 of which are contributing members.

Officers elected are as follows: President, Mrs. Theodore May; 1st Vice President, Mrs. Frank Green; 2nd Vice President, Mrs. Frank Quimby; Secretary, Mrs. Guy Poole; Treasurer, Mrs. Joe Flynn; Historian, Mrs. John H. Vassey.

On April 6th, a meeting was held in social rooms of the Catholic Church, which officers were installed by Mrs. O. Moody, who is the president of the Spokane Chapter. After this was most graciously done by Mrs. Moody, Mrs. May took the chair, appointing her committees, attending to other business and calling a meeting to be held at her home, April 11th, to final plans for the business of the year.

Mrs. L. H. Mohr and Mrs. W. E. Emmons from the Spokane Chapter were present.

Refreshments were served. The furniture and paints for our new rooms have arrived and we will soon be able to occupy our very fine quarters, which are in the Depot—they were formerly a restaurant. Everybody united in cleaning out the debris and accumulation of years in the rooms which have not been used, and when we are all fixed up and ready for company, we hope you will come to see us and we will try to entertain you in fine style.

Ottumwa Chapter

DUE to severe snow, the plans for St. Patrick's party scheduled for March meeting were abandoned. Mrs. C. Munson, chairman of the social committee, planned a very clever luncheon for April social meeting, which was held April 13. Unique and appropriate for the month was the Rainbow Luncheon, the rainbow theme being carried out in the decorations and in the menu. A miniature rainbow was suspended from the ceiling also small upturned parasols and streamers.

Michael Sol Collection

in the varied rainbow hues led to each guest's place, at the end of which was attached a card bearing the announcement of a most important event during the history of the Chapter.

The new history book, called "Memoirs," was presented at this luncheon, recalling happy memories of our Club's history since its organization on December 14, 1925. The happiest surprises of the luncheon surprise feature were the letters from Mrs. Byram and Mrs. Hoehn, the first president of the Ottumwa Chapter, written to the members especially for this occasion.

The program consisted of dances by Alda Tullis and Marylin Vaughan, accompanied by Miss Knebel; reading by Mrs. Wm. Pickens; a group of songs by Estelle Rue Bragg, accompanied by Mildred McAllister. Forty-nine were present, including the guests.

Mrs. E. R. Davis acted as chairman of the luncheon, Mesdames W. Wilson, G. Tucker and Wheeler Gage assisting her.

Business meeting followed the luncheon. On May 11 there will be an 11:30 May Breakfast, and after the meeting May baskets of flowers will be taken to some of our Milwaukee members who are not able to attend the meetings.

Sioux City Chapter

Lucy E. Carney

A POT LUCK supper was served at our February meeting. Guests filled two long tables. We had a very pleasant surprise in greeting Mr. Ingraham, Superintendent of Mason City. After dinner, cards were enjoyed. Our March meeting was largely attended. Plans were made for the Chicago meeting, April 20-21; Mesdames Doud and Robson were elected our representatives.

To add to the treasury of our club, and for a royal good time, Mesdames Burrels and Embick sponsored a unique party in Mrs. Burrels' home on April the 13th. The invitations were written on brown wrapping paper:

"Come to our back door,
An' give it a knock
On Friday, the 13th,
At 8 o'clock.
T'iz the Hobo Gang
That's a-meetin' here,
So 'ride the rails,' that'll bring you near.
Jes' wear some
Weary Willy duds;
Leave off your powder,
Paint, and studs.
Come on, ev'ry hobo
An' Laggin' Lou,
Cause we will be
A-waitin' here for you."

Games Dancing
Cards Refreshments
Admission, 25c

Our welfare and sunshine committee, Mesdames Cuzzens and Burrels, have been kept busy.

Dubuque Chapter

Mrs. Geo. Wiegand, Historian

ON March 1st the Dubuque Chapter held its regular meeting at the club room, but owing to a city election that day there was not such a large attendance. After the business was taken care of, Mrs. A. E. Bock gave an interesting outline of Safety First work; we had expected a City Official to speak to us on Safety First, but owing to the election, was unable to appear at this meeting, but we look forward at some future date to have this speaker with us.

Deepest sympathy is extended by the Dubuque Chapter to Mrs. Crawford and Mrs. Kurt due to the deaths of their husbands, which occurred fore part of March. Both men were faithful contributing members of the Club.

Our president, Mrs. H. G. Wiedner, expects to attend the Get-Together luncheon at Chicago during April. These gatherings are very interesting and helpful, and hope many will be able to attend this year.

On Mar. 22d a Bingo Party was held in the club rooms. There was not as large an

attendance as the sponsor, Mrs. Reich, had prepared for, but there were numerous other Bingo parties about the city that night, and it was also at the end of the Lenten season, so will repeat later.

During May, the club has quite a number of activities planned. On May 1st there will be a May breakfast at Eagle Point Park (weather permitting). Mrs. Litscher, Chairman of Program Committee, has planned an interesting Birthday Party for club members and friends, and we will also sponsor an excursion on the Steamer J. S. during May if the boat makes a trip during that month; if not, will hold same in June. The annual excursion is the outstanding item in the line of ways and means for increasing the amount in our treasury each year, and we hope for favorable weather and a large attendance.

The Patterns

Send 15c in coin or money order for our new and fascinating Pattern Book, showing the way to a complete wardrobe of new things, simple and inexpensive to make, also Hints to the Home Dressmaker.

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

8173. Wrap-Around Frock.
Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 4½ yards of 35-inch material and ½ yard of contrast-

ing, cut crosswise 18 inches wide. Price 15c.

8183. Charming Frock.

Designed in sizes 14, 16, 18, 20 (with corresponding bust measure 32, 34, 36, 38), 40 and 42. Size 18 requires 3¾ yards of 39-inch material with ½ yard contrasting. Price 15c.

8174. Clever House Frock.

Designed in sizes 34, 36, 38, 40 and 42. Size 36 requires 3¾ yards of 35-inch material with ½ yard contrasting. Price 15c.

8170. Appealingly Feminine.

Designed in sizes 11, 13, 15, 17 and 19 (with corresponding bust measure 29, 31, 33, 35 and 37). Size 15 requires 3¾ yards of 39-inch material. It requires 1¾ yards of machine pleating. Price 15c.

7784. Adorable Frock.

Designed in sizes 2, 3, 4, 5 and 6 years. Size 4 requires 1¼ yards of 35-inch material for skirt and trimming, and ½ yard for the waist. Price 15c.

8184. Slenderizing Frock.

Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 4¾ yards of 39-inch material and ½ yard cut crosswise for contrasting together with ½ yard of machine pleating. Price 15c.

8190. Sports Frock.

Designed in sizes 34, 36, 38, 40, 42 and 44. Size 38 requires 4 yards of 35-inch material with ¼ yard contrasting for the collar and ¼ yard for belt and tabs. Price 15c.





SAID TO BE HUMOROUS



Beat the Chickens

"My chicken laid an egg," boasted Willie, who had a bantam hen for a pet.
"Huh, that's nothing," the mayor's son retorted; "my father laid a corner stone yesterday."

No Wonder

"How did that bank teller come to get such a terrible cold?"
"All the drafts in the bank go through his window."

Unmistakable Signs

Maid: "Madam, master is lying unconscious in the hall with a piece of paper in his hand, a large box at his side."
Mrs. S. (joyously): "O, my new hat has arrived."

Glady's M.: "Can you remember when you proposed to me? I was so overcome that I couldn't speak for an hour."
John: "Yes, it was the happiest hour of my life."

Let Him Off With a Wisecrack

Judge (in traffic court): "I'll let you off with a fine this time, but another day I'll send you to jail."
Driver: "Sort of a weather forecast, eh, Judge?"
Judge: "What do you mean?"
Driver: "Fine today—cooler tomorrow."

More Comfortable

Hotel Clerk: "Inside or outside room, sir?"
Guest: "Inside, I guess. It looks like rain."

Red Meat

"Waiter," said the diner angrily, "Didn't I tell you I wanted this steak well done? Take it back to the kitchen and have it cooked."
"It is cooked," snapped the waiter.
"Cooked!" exploded the nettled diner, "Say, I've seen cows hurt worse than this get well."

Shame

Old Lady: "Why, you bad little boy—throw that cigarette away."
L. Boy: "Lady, are you in the habit of speaking with strange men on the street?"

Try Sulfuric Acid

Green paint may be removed from the seat of a pair of white duck tennis trousers with a bottle of ordinary turpentine, a stiff brush, and a pair of scissors.

"Won't you be very, very happy when your sentence is over?" cheerfully asked a woman of a convict in prison.
"I dunno, ma'am, I dunno," gloomily answered the man.
"You don't know?" asked the woman amazed. "Why not?"
"I'm in for life."

Had Her Suspicions

Old Lady: "Yes, I feel much better now, and I don't think there is anything wrong

with my appendix. But it was nice of the minister to call and see me about it."

Daughter: "But, mother, that wasn't the new minister, that was a specialist from the city who examined you."

Old Lady: "Oh, he was a doctor, was he? I thought he acted a little familiar for a minister."

Teacher (to Willie): "Spell 'straight.'"
Willie: "S-t-r-a-i-g-h-t."
Teacher: "What does it mean?"
Willie: "Without ginger ale or White Rock."

Father (to himself): "I can't understand why my watch won't go. I think it needs cleaning."

Son: "It can't be dirty, Daddy. Sis and I had it in the bath this morning."

Something to Be Thankful For

"Every bone in my body aches."
"Well, you ought to be glad you're not a herring."

It All Depends

Hartley: "Remember that glorious patriot who said, 'Don't give up the ship.' That's the spirit, isn't it?"
Blumberg: "Well, I don't know; how much was he offered for it?"

For That Vacant Stare, Too

"What do you do when you get tired of a girl's empty chatter?"
"I give in and take her to a restaurant."

A little boy was saying his go-to-bed prayers in a very low voice.
"I can't hear you, dear," his mother whispered.
"Wasn't talking to you," said the small one firmly.

THREE men, weary of the noise of the city and the conversations of their fellow men, decided to live the secluded lives of hermits on an island. It was agreed that they were not to converse with each other.

The silence was unbroken for about five years. One evening, while they were sitting outside their hut, smoking their pipes, a girl rode by on a horse.

After five years, the first hermit said: "That was one of the most beautiful white horses I've ever seen."

Said the second hermit, after a period of another five years: "That horse was brown, not white."

Ten years elapsed and the third hermit in great anger said: "I'm leaving today; this eternal bickering between you two is getting on my nerves and I can't stand it any longer!"

A newly-rich man who had bought a country house awoke one night to find that his watch had stopped, whereupon he called the butler.

"What time is it, Henry?"
"The clocks have all stopped, sir."
"Well, go out and look at the sun dial!"
"It's dark out there, sir."
"Well, you fool, can't you get a lantern?"

Mother's Helper

Dearie, put the gin away.
Set the glasses on the tray;
Mother hasn't any pep,

She can hardly take a step;
Careful, darling, you must watch
Where you're going: Here's the Scotch

Steady . . . and the Creme Yvette . . .
Mussn't spill it, sister, set
All the bottles in the sink;
Really, who would ever think
That a tiny little tot
Could help mother such a lot!

Like many returned travelers, an Eastern woman back from her first trip to the Pacific Northwest liked to talk about her experiences. She was particularly enthusiastic about the mountains.

"We just loved Mt. Rainier and Mt. Tacoma!" she said.
"But, madam, said one of the listeners Mr. Rainier and Mt. Tacoma are synonymous."

"Oh yes," she said, "I know, but Mt. Tacoma is much more synonymous than Mt. Rainier!"

An enthusiastic porter was pointing out to passengers in his car places of interest in the Rocky Mountains. Leaving Butte in the twilight he outlined a number of peaks for interested listeners and even after dusk he continued to point out rock formations that caught his fancy. Smiling a jovial passenger complimented him upon his keen eyesight and inquired: "George, just how far can you see after dark?"

"Oh, sir," replied the porter, "I guess most a million miles. How far is it to the moon?"

Why an Engine Is "She"

The following is a letter received by the Editor of an eastern traffic magazine:

"Honorable Editor:
"Some time ago you published in your voluble paper article on female shipping steamer. I have thought to write you about female engine on train. You know why? Yes, they call she for many be causes.

"They wear jacket with yokes, plus hangers, straps, shields, stays. They have apron, also lap. They have not only shoes but have pumps. Also hose and drag train behind; behind time all time. They attract men with puffs and mufflers and when draft too strong petticoat goes up. They also attract. Sometimes they foam and refuse to work when at such time they should be switched. They need guiding—it always requires a man manager. They require men to feed them. When abuse are given they quickly make scrap."
"They are steadier when coupled up, but my cousin say they hell on expense. Is not enough reason?"

"YOKO KAYO."

Extremely Polite

Virginia is being taught by her mother to be polite, and upon making social calls was told she should always say when leaving, "I had a lovely time." The other day her mother took her to a dentist to have her teeth cared for, and when leaving and walking down the stairs, Virginia, with great surprise, said, "O, mamma, I forgot to tell the dentist I had a lovely time."

Driller by Birth

"Have you been a dentist very long?"
"No, Michael, I've never drilled too nervous to work up high."

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
C. Dean, K. C. Division	Discovered defective arch bar, March 23rd	W. C. Givens, superintendent
W. C. Bunnell, Engr. Coast Div.	Detected broken rail in track, March 3rd	F. E. Devlin, superintendent
James Freeman, Condr. Ill. Div.	Discovered broken arch bar in train Extra 8681, Feb. 26th	L. F. Donald, superintendent
C. W. Riley, K. C. Division	Discovered broken arch bar in train, Feb. 26th	W. C. Givens, superintendent
C. Riley, K. C. Division	Found failed arch bar in train March 3rd	W. C. Givens, superintendent
M. E. Howard, Condr. Illinois Division	Found broken arch bar in train at Davis Jet., Feb. 14th	L. F. Donald, superintendent
Ben Johnson, Brakeman, Duluth Div.	Found defective equipment while inspecting train, March 22nd	D. T. Bagnell, superintendent
S. C. Malloch, Condr. Milwaukee Div.	Discovered broken rail in Rockford Yard, March 17th	N. P. Thurber, ass't superintendent
Milton O. Wallen, K. C. Division	Found defective equipment in train, March 18th	W. C. Givens, superintendent
C. Barber, K. C. Division	Found broken flange while inspecting train, April 4th	W. C. Givens, superintendent

Our Business Getters

THE following named employes have been instrumental in securing business for our line. As usual Lines West are strictly "on the job."

F. J. Alleman, local freight agent, Tacoma, furnished tip securing passenger, Tacoma to Spokane.

Mrs. Rose Shiptet, telephone operator, Tacoma, furnished tip securing passenger, Chicago to Tacoma.

Matt Faestel, brakeman, Spokane, secured passenger, Spokane to Junction City, Tenn., via our line to Chicago.

H. N. Keller, Puyallup, Wash., furnished tip securing passenger, North Puyallup to Sioux Falls, S. D.

F. E. Barg, local freight office, Seattle, was instrumental in securing sale of ticket, Mansfield, Ohio, to Seattle, via our line from Chicago.

Miss Martha Prentice, local freight office, Seattle, furnished tip securing sale of ticket, Seattle to Washington, D. C., and return, via our line to and from Chicago.

J. M. Eagles, train baggageman, Tacoma, furnished tip on prospective trip, Tacoma to Eastern points.

H. W. Yant, boilermaker, Tacoma shops, secured sale via our line of one one-way ticket and two round-trips, Tacoma to Pawnee, Neb.

Miss Ellen Sjogren, local freight office, Seattle, secured sale of one-way ticket to Washington, D. C., via our line to Chicago.

Mr. Sargent, chief clerk, local freight office, Seattle, secured sale of a one-way ticket, Seattle to New York, via our line to Chicago.

J. H. McCarthy, conductor, I. & S. M. Division, solicited a passenger on his train, securing sale of two round-trip tickets and sleeper fare, Albert Lea to Chicago and return. Conductor McCarthy acted on a tip furnished by Agent Horton at Fairmont, Minn.

C. A. Nummerdor, trainmaster's clerk, Miles City, Mont., passenger to Washing-

ton, D. C., who had planned to travel by bus.

Robt. Wagner, station helper, Miles City, a passenger from Minneapolis to Miles City. Passenger and household goods from Kansas City to Miles City.

Mr. Towler, baggageman, Miles City, secured a passenger, Miles City to Minneapolis, who had planned trip via a competitive line.

Arnold Running, chief clerk to master mechanic, Miles City, offered information regarding competitive merchandise tonnage that should result in increased tonnage to us when present negotiations are concluded.

Jacob Jacobson, store department, passenger to California, also tip on potential passengers to Great Falls and Chicago who upon being interviewed promised to travel on our line.

Wm. Freeland, brakeman, secured a coach passenger, Miles City to Minneapolis.

Good Talk at Leroy, Minn.

OUR genial train master, I. and S. M. Division, W. J. Lieb, delivered a very able, interesting and instructive address at the Leroy Commercial club meeting, in the Auditorium of the new Municipal building, Leroy, Minnesota, on Tuesday evening, February 27th.

He spoke of the results that have been accomplished by our safety first, conservation and claim prevention campaigns, making special mention of safety first results, illustrating those results achieved by the application, with facts and figures, as practiced on our great railroad, which demonstrates the fact that these campaigns could be practiced in any private business enterprise with like results.

He also spoke on the bus and truck service as affecting the railroads of the country, showing the actual expense to the public of rail transportation per ton mile, as against truck transportation. Statistics prove such rail transportation was less than trucks, even demonstrating the fact that trucks were operating at a loss and that when a truck had been driven eighty to one hundred thousand miles it was usually consigned to the junk pile and the chances were that the owner hadn't the money to purchase another or new equipment, then usually abandoning the trucking business.

But when one falls by the wayside there is always another to try his luck, by purchasing a truck and in this way keeping the truck service in competition with the railroads, even though the trucks, to compete with the railroads, are operating at a loss.

Mr. Lieb quoted statistics and actual figures showing the amount of taxes being paid the state of Minnesota by railroads

operating in the state, which everyone considered were enormous, also quoted figures showing that the tax paid Mower county by the Milwaukee Railroad alone to be nearly \$36,000.00, which was a revelation to many of our business men, who now appreciate what taxation means to a railroad, and to the individual citizen.

He also spoke of the progress made in a few short years, in developing the country in which our railroads made possible such rapid strides.

In 1866 Leroy was the end of the Milwaukee Railroad. If people wanted to go west or north of Leroy it meant stage, horses or oxen. The years of 1866 and 1867 material was transported up the Mississippi River to Mendota and the Milwaukee started building south to connect up with the rails from Leroy so as to have rail service from Chicago to Mendota, and in 1867 it was shown that the line was connected up about one mile west of Rose Creek, Minn., thus giving rail service through to Mendota, Minn., which demonstrates the fact that the Milwaukee Railroad was a dominating factor in the development of our country as a whole.

Mr. Lieb also spoke on the new streamline fast trains and air conditioned coaches, showing the material used in construction and how constructed as to shape and weight as compared with the present day equipment. Also that this train was capable of making from 90 to 110 miles per hour with perfect safety, explaining the many good features and at the same time some of the bad features in which each had their place.

He certainly drove the fact home to our people that this was a period of reconstruction and of revolutionizing of the mode of transportation and that the railroads were defending their rights as big

business along conservative lines to compete with any condition that might arise.

Our business men were very enthusiastic and interested in the discourse, which was so worded and delivered that anyone could easily understand. Come again, W. J. L., you have a big place in the hearts of our people.

F. N. Meyers.

Reduce the H. C. of L.

Mrs. A. I. L.

AN INGENIOUS way of fighting the depression has been found by a railroad man at Viroqua, Wis. Henry Weber, for many years an employe of the LaCrosse & Southeastern, with headquarters at Viroqua, lost his job when the railroad went out of existence except a small portion taken over by the C. M. St. Paul & Pacific. Mr. Weber secured two box cars for the sum of five dollars apiece and had them placed side by side on the right of way of the deceased road. They were anchored firmly, thoroughly renovated, inside by the liberal use of paint, varnish and wall paper. With the addition of the Weber furniture, curtains and a pretty window box, the finished product is a warm, attractive little home, perhaps the envy of some people less ingenious.

He—"Isn't it about time baby called me daddy?"

She—"I've decided not to let him know who you are until the little darling gets a little stronger."

Flo—"I don't intend to be married until I'm thirty."

Rea—"I don't intend to be thirty until I'm married!"

Michael Sol Collection

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy H. Sampson.....Train Director, Bensenville
 A. M. Dreyer.....Fullerton Avenue, Chicago
 John T. Raymond.....Dispatcher, Marion, Iowa
 Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
 E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
 M. G. Braheny.....Care of Superintendent, Mason City, Iowa
 C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
 Sybil M. Clifford.....Care of Asst. Supt., Kansas City
 C. M. Browning.....Care of Superintendent, Green Bay, Wis.
 Eileen Story.....Care of Superintendent, La Crosse, Wis.
 Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
 W. J. Kane Care of Superintendent, H. & D. Division, Aberdeen, S. D.

E. Stevens.....Care of Superintendent, Savanna, Ill
 A. E. Jerde.....Care of Chief Dispatcher, Montevideo, Minn.
 Leda Mars.....Care of Local Agent, Minneapolis, Minn.
 N. A. Hiddleston.....Care of Mechanical Dept., Minneapolis, Minn.
 V. J. Williams.....Care of Superintendent, Austin, Minn.
 Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
 Wm. Lagan.....Care of Superintendent, Sioux City, Iowa
 Harriet Shuster.....Care of Refrigerator Dept., Fullerton Ave., Chicago
 Nora E. Decco.....Care of Local Agent, Moberidge, S. D.
 A. M. Maxelner.....Telegrapher, Three Forks, Mont.
 R. R. Thiele.....Agent, Lewiston, Mont.
 Gertrude Alden.....Care Superintendent Coast Division, Tacoma, Wash.

Iowa (East) Division

John T. Raymond

JOHN MALONEY, 72, passed away suddenly from a heart attack Saturday afternoon, March 17th, while conversing with Section Foreman Miller in the Sabula office. He was born in Savanna, Ill., Sept 9, 1861, going to Sabula when a boy and learned telegraphy there with his brother Martin. On Jan. 1, 1877, he entered the service of the company as operator at Elk River Jct.; in 1881 he was transferred to Sabula Jct. and in 1888 was made station agent at Sabula, which position he held at the time of his death. During part of the year of 1887 he worked as train dispatcher at Marion, returning to Sabula of his own accord. During his long years of residence at Sabula Mr. Maloney formed a large acquaintance with the traveling public, also with many railroad men, and was held in high regard by all and will be greatly missed. He is survived by his wife, three daughters and two sons. There was a large attendance of neighbors and friends from home and abroad at the funeral service, which was held March 20th. Interment was made at St. Peter's Cemetery. The Employees Magazine extends sympathy to the bereaved family in their great loss.

L. E. Morrow, 78, died Thursday, March 15th, at the home of his daughter, Mrs. W. R. Knapp, near Robins, Iowa, with whom he had made his home for the last five years.

Mr. Morrow was a brakeman in passenger service for 44 years, mostly between Marion and Omaha, retiring a few years ago. In his active days he was known as a faithful employe and a fine friend and his death is regretted by a large number of his former associates.

Mrs. F. A. Rowe of Marion passed away Tuesday, April 10th, after a long illness. Funeral services held April 13th.

Mrs. Rowe was the mother of Chas. T. Rowe, Agent, Marion. Many friends on the Division join with the Magazine in extending their sympathy to the bereaved ones in the loss sustained.

Brakeman Louis Peckosh was off the last ten days in March account sickness. Louis Franke relieving on the north way freight. Condr. Wm. P. Kelly has been off since April 8th account sickness. Condr. Frank Dlouhy relieving on the north way freight and Ed. Forbes braking in Dlouhy's place on same job.

Condr. Ben Bulkley is taking a few days off. Condr. W. I. Farrell relieving on the Calmar passenger.

Engr. Mike Curran resumed work March 28th after being off for several weeks. Engr. John Heffron, who has been relieving on the day transfer, has gone back on his regular job on the night transfer, putting L. J. Burrows back firing on the Atkins-Ferguson way freight.

Conductor J. T. Reagan of Savanna, who runs on time freight between Savanna and Perry, was taken suddenly ill at Perry and taken home early in April.

Dan C. Bash of Marion has been very ill at his home for several weeks.

Jennings Hotchkiss, a student at Iowa State College, spent the Easter vacation with his parents at Marion.

The sympathy of many friends is extended to Mr. and Mrs. Harry Snell of Marion, who mourn the loss of Mr. Snell's father, W. H. Snell, who passed away at Marion, March 20th. Funeral services were held March 22nd. He was a carpenter in the B&B department on this Division and on the Coast extension a number of years ago.

L. J. Miller, Agent, Springville, Iowa, was in Chicago several days the middle of March on business. W. K. Hodgson relieving.

G. H. Halsey and the writer attended the Maloney funeral March 20th at Sabula.

Engineer G. W. McRae of Marion has returned after a visit with his son at Oklahoma City, Okla.

Frank Wiley, Ticket Clerk at Cedar Rapids, was off duty early in April visiting his father at Edgewood, who is very ill.

W. R. Barber of Marion made a brief trip to Chicago March 17th attending a meeting of the Milwaukee Employees Pension Board. Mr. Barber is one of the trustees.

Mrs. W. R. Barber of Marion visited in Halstead, Kan., spending Easter with her son-in-law and daughter, Dr. and Mrs. D. V. Conwell and family.

Miss Janet Miller spent the Easter vacation with her parents, Mr. and Mrs. Guy Miller, returning to Milwaukee April 1st.

Miss Ruth Merrill of Marion visited her aunt, Miss Hazel Merrill of Chicago, several days the latter part of March.

Dorothy Ione Nolan, age 13½ years, daughter of Mr. and Mrs. J. W. Nolan, Jr., of Polo, Mo., passed away at Kansas City March 25th and was buried at Cedar Rapids, Ia. She is survived by her parents and sister, Margaret, and her grandparents, Mr. and Mrs. J. W. Nolan, Sr., of Cedar Rapids. The sympathy of the Milwaukee Magazine is extended to the bereaved ones.

Anthon Frommes, 30 year old son of Mr. and Mrs. Wm. Frommes of Elk River Jct., was found dead in bed at the Frommes home Tuesday morning, March 27th, a sudden heart attack having caused his passing. Anthon had been employed by the Milwaukee Road for about 13 years. He had been working for his father, who is Foreman of the Elk River Jct. section. He was known as a faithful and industrious employe. The funeral was held at Lyons Thursday morning and burial there. The Magazine extends sympathy to the bereaved family.

Peter J. Clausen, 88, of Teeds Grove passed away Monday, March 26th. The funeral services were held at Lyons Friday, March 31st. Among those attending were Agent August Clausen of Paralta, Operator Edward Clausen of Oxford Jct., and Operator Ernest Clausen of Marion, sons of the deceased, and to whom we extend sympathy in their loss.

Madison Division

AFTER spending the winter in Florida, Harry Lathrop has returned to the Agency at Bridgeport. A. G. Verch, who relieved there, is now on the hop list.

Ed Taylor has given up the west end way freight and has taken the Kickapoo job. He is baching and Sundays at Madison. We are invited to join in his special dinners consisting of produce originating along the line.

Frank A. Maxwell was recently re-elected to the office of Treasurer of the City of Madison. Congratulations, Max.

We also congratulate George D. Lawrence, who was elected Alderman in the city of Madison. The old Milwaukee is well represented in city affairs.

John Loftus is getting the LaFarge line back in shape after the washout early in April. John would like to trade the line for a couple acres in Arkansas and a few rabbit hounds.

W. C. Kenney has added to his troubles and now casts his ballot for or agin, as his best judgment directs.

We are happy with the Janesville folks over the nice business to and from that station. Activity in the Yard has brought new faces in the service.

Chauncey Corcoran and Thomas Cohen, Local Chairmen, are seen together quite often. Oh! that mileage.

Mrs. Henry Carter has been elected to the office of president of the Women's Club at Madison. Let's give the new officers our support and attend all functions, and also pay our dues. The WOMEN are doing many nice things and their efforts should be recognized by our presence at their affairs.

We would like to hear from the Mineral Point Line and we are appointing Vic Cox to pick up some news. We haven't heard from Owen Lloyd for a long time and Vic should get the low down on what he has been doing. There are others, too, which we should hear about.

Let's see, was it a Chinaman?

Notes from Spokane Local Freight Office and from the Coast Division, East

R. R. T.

IT is with sincere regret that we chronicle the death of Mr. L. J. Terrien, who passed away quite suddenly at Malden on March 17th, due to heart failure. He had served as brakeman and conductor on this Division for a number of years and was widely known and well liked. He leaves a wife and daughter, to whom we extend our cordial sympathy.

We regret having to continue our notes with the mention of the passing away of another old member of the Milwaukee family at Spokane: Mr. Olaf Johnson, who was instantly killed on March 25th by being struck by an automobile in Spokane. He had worked for this line as car repairer at Spokane. Michael S. Cole, collector, had not

worked the last two years due to the infirmities of age. His wife died four years ago and he had lived alone since then, having no relatives here.

We extend our heartfelt sympathy to our good friend Mr. John Stiliz, of the second trick switch crew at Spokane, and his family, on the occasion of the unexpected death of his father, Mr. William W. Stiliz, who died at Malden, March 7th, at the age of 79, after an illness of only a day or two. The funeral was held at Rosalia on March 9th. He is survived by two sons and six daughters, all of them except one living in this vicinity.

Mrs. Hill, wife of Harry Hill, car clerk at Spokane, has been on the sick list for some weeks past, but has recovered to a considerable extent and is again able to be around.

Mrs. Ells, wife of W. W. Ells, the popular night car clerk at Spokane Local Office, and their married daughter living at St. Marie's recently paid a week's visit to Grangeville, Idaho, to see Mrs. Ells' son-in-law, Dr. Weber, living there, whose wife died recently, and on their return they brought the youngest of the three orphaned granddaughters. When school closes, the older granddaughters will also come to make their home with the grandparents, as their father expects to be called on for foreign travel in federal service.

Johnnie Norman Stiliz, aged four, son of John Stiliz of our switching forces, recently went through a serious spell of sickness as a result of sinus trouble but is quite well again.

Virginia, daughter of our car foreman, Earl Medley, recently acquired some rabbits, Easter Sunday just being past, and now keeps her fond daddy busy bringing home hay and other fodder for the bunnies. After a while we presume Earl will put in his spare time at home building hutches for the increasing rabbit family.

Mrs. Falck, wife of conductor-brakeman Ray Falck of the Coeur d' Alene run, has just returned from a several weeks' visit to Chicago and as far east as Elmira, New York, visiting her parents and other relatives. Mr. Falck is about to leave for the East, having accepted an appointment as trainmaster on an important road out of Chicago. Ray's many friends will congratulate him on his promotion and wish him and his family all possible good luck in the new position and new home.

Conductor C. M. McAulay has returned from his prolonged sojourn in California and has gone back to work on his usual run. We haven't had occasion to hear about his social successes at Hollywood as yet, but we have no doubt that he cut quite a figure there.

Conductor J. J. Murphy of the Coeur d' Alene run was off for a few days recently because of a slight illness. He is back on the job again, but now, we regret to note Mrs. Murphy, in turn, is quite ill with the "flu." We offer our best wishes for her early recovery.

Conductor Kelly gave up his assignment on the Elk River line and went back into the ring out of Malden. Conductor Murcar is temporarily on the Elk River run at present.

Operator J. F. Percy, who has been on leave of absence for ten months on account of sickness, has returned to work on the second trick at the Spokane Union Depot Telegraph Office. Operator J. R. Cook, who has been on that position of late, had to go back on the extra list.

Mr. T. W. Threlkeld has been assigned as agent at Othello, replacing W. A. Horn, who has taken the third trick at St. Marie's as a regular assignment.

Mr. C. E. Potter, who has been off duty for six weeks because of sickness, has gone back to work as agent at Ewan. Mr. W. O. Zypf has been relieving him at Ewan.

Mr. C. H. Burt, who had been agent at St. Marie's for years until displaced recently, is still on leave of absence.

Chief Despatcher P. L. Hays has again moved to his farm home out in the Spokane Valley, east of here, so there can be no doubt of Spring being at hand.

COMPLETE
AND
PROPER
ANALYSIS
OF
CARLOAD DAMAGE
SHOULD DEVELOP
VALUABLE DATA
TO BE USED BY
THE CLAIM
PREVENTION BUREAU
IN COMBATING
SIMILAR DAMAGE
IN FUTURE
SHIPMENTS

Splinters from the Wooden Shoe

Browning

SPRING, we think, is here, so we are going to try and come out with the flowers. Our ore docks at Escanaba have now all been repaired and we are just waiting for the ore to start to move. Chief Carpenter F. E. Smoot has had quite a force at Escanaba for the past two months getting the docks in readiness for the ore movement which, we understand, is going to be the heaviest it has been for some time. This, of course, is good news for the boys around Channing as it means a lot of work for them.

Mr. and Mrs. F. T. Buechler were called to California account the serious illness of Mr. Buechler's mother.

On April 2nd we held our General Meeting at Green Bay and were pleased to have Mr. E. A. Meyer and Mr. W. L. Ennis with us. They gave us some very good information in regard to Safety First and Claim Prevention work and we hope that the Superior Division will come through 1934 with a clear record.

Edward Heckler, who displaced Dan Bronnoel as Cashier at Plymouth about three months ago, is getting pretty well acquainted with his new surroundings, especially with the young laddies down at Cheeseville.

Arno Nellesen, Yard Clerk at Plymouth, decided to go fishing on Lake Winnebago several weeks ago. After telling everybody of the wonderful fish that he USED to catch and that he was the only fisherman on this side of the lake that knew the exact spot on the lake where to get the big ones, he finally persuaded several of the boys to go with him. After arriving at the spot Arno was so busy trying to tell the other fellows how to catch the big ones that he was unable to do any fishing of his own. After spending several hours on the lake trying to catch fish under the expert supervision of Arno, everyone decided to leave the big fish that he spoke about in the lake and go home.

Perishable Freight Inspector H. F. Miller has been away on his vacation and Mr. S. M. Yates has been taking his place.

Maurice J. Clarey, veteran Engineer, passed away at his home in Green Bay in March. Mr. Clarey entered service on this Division in August, 1882, but had retired from active service about two years ago. He had enjoyed good health up until shortly before his death. He was 78 years of age. Our sincere sympathy is extended to his family.

On March 15, 1934, another one of our veteran employes passed away, Thos. F. McLean. Mr. McLean entered the service of the company at Iron Mountain, Mich., as Warehouse Foreman on March 1, 1887. He came to Green Bay as checker on October 15, 1887, and worked in that capacity until June 15, 1909, when he was promoted to warehouse foreman and held that position for 25 years. Due to failing health he was employed on lighter work for the past four years. He was 65 years of age at the time of his death. Our sincere sympathy is extended to Mrs. McLean.

P. M. Maierle is again working as side wire man in the dispatcher's office at Green Bay.

E. J. Foley has resumed work as operator on second trick at Plymouth after a layoff of nearly two months account of illness. Martin O'Herrin, who relieved Foley, has returned to his home at Kiel. It will not be necessary now for Martin to take a special course in shorthand reading as we have finally persuaded Conductor Bob Wallace to either write out his messages in longhand or have them typewritten so that Martin can read them.

Congratulations are extended to Mr. and Mrs. P. M. Maierle on the arrival of a baby girl in January, and also to Mr. and Mrs. C. R. Huntley on the arrival of a son in February.

M. L. Hauser, signal maintainer, has returned from his trip to Washington, D. C., where he attended the railroad employes' wage conference as a representative of the B. R. S. of A.

Walter Hansen and Joe Jacquette are
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Under all conditions and at all times,
T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
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T-Z Products, as standard equipment,
are daily proving their merit.

T-Z Railway Equipment Co.
14 East Jackson Boulevard
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Greater Protection
For Car and Cargo

CARDWELL AND WEST-
INGHOUSE DRAFT GEARS

Cardwell Westinghouse
Company
332 S. Michigan Ave., Chicago, Ill.

again up and around after being confined to the hospital. Hansen has not returned to work but Jacquette is again switching cars in Green Bay yard. We hope to see Hansen back soon.

We also see Herb Gleason up and around again after being ill for a short time.

Aldermanic race: Donckers wins in the 1st and Ryan loses in the 15th.

We see Ebbe Johnson down at Green Bay again pulling the time freights out of town. Ebbe has been at Channing all winter but business being light he has come back to Green Bay. Of course, when the ore starts moving Ebbe again goes back to the old stamping grounds.

Twin City Terminals—Mechanical and Stores Dept.

N. A. H.

JOHN MAHONEY, an employe of the Milwaukee Railroad for more than half a century, died suddenly March 26th. He was born in Chester, Mass. He worked in recent years in the capacity of turntable operator and at the time of his death as crossing tender.

Art Sorenson, clerk, South Minneapolis roundhouse, has been confined in the hospital undergoing an operation for appendicitis and at this writing, while getting along slowly, is doing nicely.

Engineer Adolph Widmark of the River Division is in line for congratulations, he having taken a mysterious trip to Aberdeen and was married.

The report is that engineer Sam Litz made a trip to the Capitol in St. Paul one evening, leaving his wife in the car awaiting his return and, after attending to his affairs, made his exit out of a different door, which caused him considerable confusion in locating his car, and not until he engaged two policemen did he locate his car and wife, which took nearly two hours. Of course, he had a lot of explaining to do to his wife; at least, we assume so.

Wisconsin Valley Division Notes

Lillian

THE Blue Lake CCC camp has discharged 78 boys, most of them having completed the required amount of time in camp. This group left on March 31 in a special coach on train 156, and 60 more are expected to leave from Merrill on April 9th and 25 on April 13th. One hundred sixty are also leaving from camp 2 at Star Lake about this same time. The vacancies incurred by these boys leaving will be filled by 300 CCC boys who are leaving Fort Sheridan, Ill., on April 11th for Minocqua and Star Lake.

The B. Heineman Lumber Company have a contract for logs to be moved from camp 41 to Merrill.

The Fromm Brothers of Hamberg, Wis., who own and operate one of the largest Silver Black Fox Farms in Northern Wisconsin, have made arrangement to put on a large display of their very fine pelts at the Century of Progress this year.

The farmers held a very interesting meeting in Wausau, sponsored by the Federal and State Agricultural Department, to discuss proper barley seeds for malting barley. The meeting was attended by 250 farmers. Mr. Robbins of the Agricultural Department

Mrs. R. P. Sternetzkey accompanied her son Arthur on his return trip to Milwaukee after having spent his Easter vacation at his home. The trip was made by automobile, demonstrating just what a Ford is capable of doing.

West End T. M. Division

R. K. B.

CONGRATULATIONS, Harry Riccius! The tremendous plurality given you in your campaign for the office of mayor of Miles City in the elections held April 2nd is evidence of the esteem with which you are held, not only by our railroad family in Miles City, who have worked with you for so many years, but by the other residents of our city as well. You needed and wanted the support of both groups and you got it in full measure. We know you will justify their expectations.

Note: Harry was elected mayor of Miles City in a three-cornered race, beating his nearest opponent by nearly 800 votes. He will take office May 1st, or just about the time this news is printed, and among his first civic functions will be the Montana Stockmen's Golden Jubilee celebration, held in Miles City on May 24th, 25th and 26th.

Another Milwaukee man elected to office in the elections held April 2nd was Boiler-maker Farnham Denson who was unopposed in his ward for re-election to the office of councilman. Condr. George Cobb in the school elections a week later won handsily over his opponent in his campaign for re-election to the high school board.

Talking about the jubilee convention brings to mind the tremendous gust of laughter that echoed down the hall yesterday afternoon. There's no mistaking Barry Glen's laugh. It seems that while the fire prevention committee was assembled in executive session the suggestion was made that additional fire extinguishers be provided around the buildings because of the increasing fire hazard caused by the rampant growths of foliage on the chimneys, necks and upper lips of several members of our

'M-F'

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Methods of Treatment, also Adzing
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Built and operated first treating plant
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Indiana Wood Preserving Co.

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Plant: Terre Haute, Ind.

of the Milwaukee R. R. was also in attendance.

Prospects all around are looking very good for an increased potato acreage this year.

Mrs. A. L. Lathrop entertained very delightfully on March 30th in honor of Mrs. W. C. Milne of Cedar City, Utah, who was visiting with Wausau friends. Guessing games were played at which prizes were awarded to Mrs. Milne and Miss Marie Sternetzkey, and at bridge the prize was awarded to Mrs. D. O. Daniels. A 6:30 dinner was served. Mrs. Milne was guest of honor at several parties given by her railroad friends and others, during her visit at Wausau.

Mrs. C. H. Randby of Merrill was a Wausau visitor recently.

LUMBER PILING—TIES

and

MINE TIMBERS

Egyptian Tie & Timber Company

St. Louis

Chicago

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS



Republic Creosoting Co. Minneapolis

Michael Sol Collection

force who are members of a local club pledged to let their whiskers grow in preparation for the jubilee in May. The Days of '49 had nothing on this. These fellows make about the best reproductions of old-time stagecoach robbers that you will ever see.

George Hilton has been assigned cashier in the freighthouse at Moberg during the temporary absence of Dora Anderson who has taken a leave.

Lee Boyd, acting general chairman for the clerks, stopped off in Miles City on March 30th on his return to the coast from Washington, D. C.

The passing of Mrs. B. W. Goggins, wife of the night roundhouse foreman at Harlowton, on April 5th from pneumonia saddened the hearts of her many friends all over the division. Mrs. Goggins was buried in Chilton, Wis., her old home.

The annual dance of the Milwaukee Women's Club, held this year on Easter Monday, proved, as usual, very successful financially and everybody had a good time. The program included songs by the four Harvey children and a tap dance by Dorothy Harvey. Dona Jean Dolpher, a very young lady who certainly understands her piano, obliged with several selections, and two songs by Harriet Brown, daughter of Engineer Thos. Brown, were very well received.

Word comes to us of the serious illness in Los Angeles of Mrs. Wilma Stokes, daughter of Conductor W. H. Earling, who has left to be with his daughter. Mr. Earling was recently bereaved by the loss of his wife, and the sympathy of the entire division goes out to him in his new sorrow.

Members of our Milwaukee family in Miles City who have recently undergone operations in Miles City are: Herman Lindow, storehelper, who is getting along fine; George Hand, night police officer; Fireman Henry Pluister and Mrs. Brodie Carroll, daughter of Conductor J. W. Shine. We are happy to report that at this writing all the patients are reported resting comfortably and we look for them out very soon.

Information comes to us of the expected transfer of Matt Sievert, who for the past few years has been car foreman at Roundup, to the Dubuque, Iowa, car shops, and we also learn that he will be succeeded at Roundup by J. E. Waugh, who formerly held that position.

The many friends of I. H. ("Shorty") Rodgers, clerk in the freighthouse at Roundup, were saddened to learn of the death of his mother in Topeka, Kan., on April 7th. During his absence to attend the last services for his mother, Shorty was relieved by Bill Rediske.

We feel something more than just a glow of pride when we can pick up a monthly operating sheet and learn that our division was the best operating division on the railroad during a certain month. This happened again for the month of February, and is indicative of the fine cooperation between supervisors and employes and between departments which went into bringing about the result achieved.

Donald T. Webb, son of Traveling Engineer R. G. Webb, recently won the district extemporaneous speaking contest held in Miles City for all high schools in this territory and will represent his district in the state contest at Bozeman on April 24th. He spoke on the subject of "Should the United States Remain on the Gold Standard?" We also learn that he has recently been elected among a group of other students in his school to the National Honor Society for High School Students. This society is composed of high school students chosen by their principals and instructors for outstanding qualities of character, scholarship and leadership. Jerry Frawley, son of Engineer A. J. Frawley, was elected to the society at the same time. Congratulations.

We are happy to learn that Mrs. Martin Eastwood, wife of the fireman, is convalescing nicely from her recent operation in the Miles City Hospital.

Friday, the 13th of April, held no terrors

LAVA SOAP helps Steve Holt to PERFECT SAFETY RECORD

Lava gets grime fast . . . kills germs helps prevent infections

A LAVA SOAP MOVIE WITH REAL PEOPLE

Actors: E. N. Kennon, Foreman, Radnor Shops, L&N R. R.
Stephen Holt, Boilermaker Foreman, Radnor Shops, L&N R. R.

I SEE ON THE BOARD, BILL, WHERE YOU AND YOUR CREW HAVE BEEN COMMENDED FOR A PERFECT SAFETY RECORD. PRETTY LUCKY, EH?

NOT ALL LUCK, ED, BY A LONG SHOT. TAKE INFECTIONS FOR INSTANCE. RIGHT NOW YOU'RE RUNNING A GOOD CHANCE OF GETTING ONE.



LOOK AT THAT LITTLE CUT ON YOUR KNUCKLE. SEE THE GRIME YOU'VE LEFT IN THERE? LAVA SOAP WOULD HAVE GOTTEN ALL THAT DIRT AND LESSENED YOUR CHANCES OF AN INFECTED HAND.



THAT SOUNDS SENSIBLE. I JUST NOTICED HOW FAST LAVA GOT YOUR HANDS CLEAN.

MOST OF MY MEN JUST WON'T USE ANY OTHER SOAP. THAT'S ONE GOOD REASON WHY THEY'RE NEVER LAID UP WITH INFECTIONS.



When you put Lava Soap to work on a pair of grimy hands, you're going to be another dyed-in-the-wool Lava fan. You, too, will cheer when you see how Lava gets even ground-in grease in less than a minute.

In case you wonder how any soap can be so tough on dirt and yet so gentle to your skin, here's how Lava works. First, its thick, creamy lather gets the surface dirt. Then its fine, powdery pumice gets the ground-in dirt. Glycerine—used in most expensive hand lotions—and other soothing oils in Lava protect the skin and help heal up little nicks and scratches.

And Lava kills germs. Tests show that against most common bacteria

Lava is 5 to 10 times as effective as carbolic acid.

You might think that this amazing soap would be pretty expensive. As a matter of fact Lava costs not a penny more than ordinary toilet soaps—yet lasts 3 times as long. Get Lava today.

TAKES THE DIRT . . . PROTECTS THE SKIN



A Procter & Gamble Product

INSURANCE
RAILROAD EMPLOYEES
WHY WE PAY YOU NOW

When you are sick

When you are hurt

CONTINENTAL
CASUALTY
COMPANY

"The railroad man's company"

CHICAGO — SAN FRANCISCO — TORONTO

for The Milwaukee Women's Club members, who celebrated the occasion with a tea at which the ladies wore costumes of the period of 1880. This was one of the advance group of parties given by various groups and clubs of ladies in town at which costumes of the early-day period of Miles City are worn to advertise the Golden Jubilee in May.

Northern District—Car Dept.

O. M. S.

ON March 16th, Mr. Frank J. Swanson rounded up five years as Car Department Supervisor, Northern District, coming here from Chicago at that time, and has since become quite a "Twin Citian," although he will always have a warm spot in his heart for Chicago. During the past five years, Mr. Swanson has been very active in Car Department work and, in doing so, has established an extensive acquaintance with railroad men in this part of the country. His territory covers five states and it is estimated, in this time, he has traveled over half a million miles by train and automobile to cover his work, and we believe with his present health and "pep" a few more million miles of travel will be accomplished easily. More power to you, F. J. S.!

The Office Bunch.

Mr. L. Klumph, Car Foreman, Cedar Rapids, was a South Minneapolis caller recently.

J. Mertz, Lead Air Brake Man, from Aberdeen, attended Air Brake Meeting at Minneapolis during past week.

Mrs. E. Weatherell of Beloit, Wis., is visiting at the home of her son, Asst. Foreman J. C. Weatherell, at Minneapolis.

Carmen Frank Cutting and Otto Lindahl, South Minneapolis, have been off on account of sickness.

We extend our sympathy to Mr. and Mrs. Gust J. Anderson in the loss of their daughter, who passed away recently at Chicago.

Also, offer our sympathy to Peter Hegre, Carman, South Minneapolis, whose wife passed away last month.

St. Paul Freight Yard's eternal triangle, Ole Hanson, Pete Larson and Henry Witte, are planning fishing trips—the first is for Big Stone Lake.

Bernard Ratwick and daughter Evelyn visited friends and relatives at Eau Claire, Wis.

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Write Us for Information.

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ST. PAUL, MINN.

Nicholas, son of Anton Roman, Carman, St. Paul Freight Yard, attended National Convention of College of Engineer and Architecture at Lincoln, Nebr.

Asst. Foreman F. M. Washburn was home on account of illness for a few days.

We hear that Vincent Washburn, 13 year old son of F. M. Washburn, rolled a score of 204 while bowling, and hope this is a criterion for future years.

Bert Olson, Car Inspector, St. Paul Freight Yard, celebrated his 25th wedding anniversary on March 31st.

August L. Bardouche, veteran Car Inspector, Austin, Minn., died at his late residence in Austin on February 28th. He started to work for our Road on August 11, 1898 and worked continuously until December 3, 1927, taking a temporary layoff, and then retiring on December 29, 1928. Mr. Bardouche was faithful in his work and well liked by all. We regret his passing.

Chris Westby, Car Inspector at Mitchell has been off sick for a week.

Iowa (Middle and West) Division

Ruby Eckman

W. C. RHODE, father of Mrs. W. E. Failor, died at the family home in Mapleton, Iowa, the middle of March. Burial took place at Clinton, Iowa. Mr. and Mrs. Failor were in attendance at the funeral services which were held in Mapleton and accompanied the funeral party to Clinton. Mr. Failor is a clerk and caller at Perry.

Fred Kennison, one of the senior engineers on the Iowa Division list, died at his home in Perry March 16th following an illness which had extended over a period of several months. Mr. Kennison was forced to lay off last July on account of heart trouble and never gained enough to resume work. Funeral services and burial were at Perry. Engineer Kennison worked for the Milwaukee for forty-three years. He was 63 years of age at the time of his death.

Dr. I. O. Pond, one of the company surgeons at Perry, died suddenly at his home on March 15th. Funeral services took place at Perry and the remains were taken to Des Moines for cremation.

Mr. and Mrs. Earl Lane and children, who have been making their home in Perry for several years, have moved to Green Bay, Wis. Earl is employed in the work equipment department.

Engineer William Rogers has announced that he will be a candidate for sheriff on the Democratic ticket at the June primaries. Engineer Rogers is a Spanish-American War veteran.

Mrs. Ira Hurless, wife of one of the senior engineers on the Iowa Division, died at the family home in Perry the fore part of April. Mrs. Hurless had been in failing health for some time. Funeral services and burial were at Perry.

Traveling Auditor J. B. Wallis was gratified at the return of his gold watch which was stolen from him while he was a passenger on a NYNH&H train between New York and Boston recently. The watch was pawned in New York and was returned to Mr. Wallis by the New York police department.

Conrad Wesie, who for several years has

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STRAUS BUILDING CHICAGO, ILL.

Miners and Shippers of

West Virginia Smokeless & Bituminous

Eastern & Western Kentucky

Illinois and Indiana Bituminous Coals

Michael Sol Collection

worked in the track department on the West Division, had the misfortune to be in an auto accident the fore part of April. Weise was enroute to Manilla from Council Bluffs when his car was sideswiped by a truck. The car was thrown into the ditch and Weise had his arm so badly injured that amputation above the elbow was necessary.

Conductor J. T. Reagan, one of the men assigned to the Savanna-Perry time freight runs, took seriously sick at Perry April 4th. He was relieved at Perry and taken to his home in Savanna.

Conductor E. R. Hickey returned to work the latter part of March after a two months' layoff on account of sickness.

Engineer and Mrs. Charles Sinclair have a new son-in-law in their family as their youngest daughter, Ursula, was married March 14th to Arthur Ross Emmert of Redfield. The young people will live on a farm near Redfield.

Machinist Helper John Palmer of the Perry shops force was in the hospital in Perry in March for a mastoid operation. It was necessary for him to be off duty several weeks following the operation.

Joanne Shackleton, granddaughter of Engineer S. A. Trine, had the misfortune to slip on a rug at her grandfather's home the latter part of March and fall in such a way as to break her arm at the wrist.

A wedding which took place on February 3rd but which was not announced until the latter part of March occurred at Liberty, Mo. Switchman Hilary Rawlins of Perry was married to Marie Cook of Kansas City. The young people have gone to housekeeping in Perry.

Fullerton Avenue Building

A. M. D.

ON APRIL 11, 1934, all officers and members of the Ship-by-Rail Club received a letter signed by Chas. R. Hoge, chairman of the Chicago Terminals Milwaukee Railroad unit, urging all those interested in the welfare of the railroads or, to be more explicit, interested in their jobs and wage scale, to write their congressmen and senators requesting them to support the Rayburn truck bill, HR-6836, and the Pettengill bill, H R-8100. Casual inquiry throughout the building disclosed the fact that not one employe in fifty took advantage of this opportunity to support the institution which at this time is providing their livelihood. Perhaps you can supply the answer—we can't.

Rita Atkinson, formerly of the freight auditor's office and now Mrs. L. Carlson, is the proud mother of a baby boy. The Carlsons reside in Leland, Mich.

Walter Ducret, also of the freight auditor's office, is the daddy of a baby girl born March 27. We understand that the youngster's name will be Joan.

Herman Simonson of the Central Computing Bureau was married to Miss Margaret Webber on April 28.

Ruth Lindquist, also of the Central Computing Bureau, will be married to Mr. A. Raymond Anderson at her home on May 12. One of the young ladies of the same bureau informed us that Ruth's honeymoon trip is still a secret.

Here's another holdout. It has just been discovered that Lucille Synrod of the car accountant's office has been married since August 13, 1933. She should be addressed hereafter as Mrs. Herbert Stolz.

Fullerton Avenue Building Sporting News

The standing of the Freight Auditors' Bowling League for final game is as follows:

Team	Won	Lost	Average	High Games
1. Review	27	18	797	8
2. Local	26	19	795	10
3. Interline	24½	20½	802	12
4. Switching	20	25	780	3½
5. Rate	19½	25½	784	5½
6. Statistical	18	27	777	6

Player	Team	Average	Player	Team	Average
Helwig	Local	173	Becker	Statistical	180
Ewalt	"	152	Nickels	"	131
Patock	"	144	Pufundt	"	148
Reinert	"	164	Weyforth	"	155
Gerke	"	165	Wayrowski	"	164
Malczynski	Interline	180	O'Shea	Review	184
Kreiter	"	144	Rumps	"	148
Bartels	"	168	Larson	"	171
Bialas	"	153	Braun	"	156
Hussey	"	161	Ganzer	"	137
Peterson	Rate	181	Specht	Switching	179
Wager	"	134	Stevens	"	140
Orlowski	"	163	Miller	"	145
Christ	"	157	Figg	"	160
Greenwald	"	150	Ludwig	"	158

High Team Series	Review with score of	2684
High Team Game	Interline with score of	967
High Individual Series	O'Shea with score of	685
High Individual Game	Malczynski with score of	257

The annual meeting and banquet of the Freight Auditor's Bowling League was held in the club room of the Turner Hall on April 21.

About 75 people helped the bowlers celebrate their seventh successful season. Speeches were made by our president, "Bill" Ganzer, and by the other officers and captains, who were well pleased with the past year's performance and are looking forward to the 1934-1935 season.

A full seven-course dinner was served to the members and their guests after which an orchestra furnished music for dancing. Midnight lunch was served and there were plenty of refreshments for all during the entire evening and even into the wee small hours of the morning.

The Fullerton Avenue Building Soft Ball League is now in full swing. A six-team league at least is assured and those re-

sponsible for the sponsoring of it are very grateful to the fellows in the building for the interest they have displayed. The only sad note in the entire project is the umpire question. Of course, we can always rely on a few spectators to fill in, but we would very much prefer it if some public-spirited citizens in the building having an average understanding of the game would volunteer their services in this capacity. All necessary protection will be furnished.

Herbert ("Tiny") Gumz of the ticket auditor's office was a member of the Rome Motors bowling team that rolled into eleventh place in the A. B. C. classic with a score of 2,933. Included in this total was high team game for the 1934 tournament of 1,113 pins. We understand that this is about the fourth highest team game of A. B. C. history. Prize money will amount to \$420 for eleventh place and \$60 for high team game.

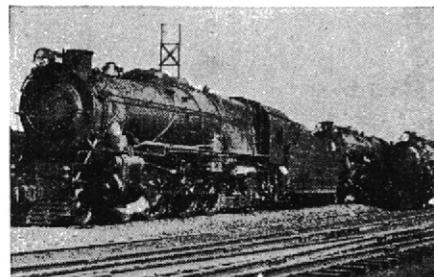
KENTUCKY SHOPS GIVE EDGEWORTH A BIG MAJORITY

Vote on Many Brands of Tobacco Reveals Favorite

Edgeworth, already known as "the railroad man's smoke" because of its popularity in railroad shops and terminals everywhere, again won by a big majority in a pipe tobacco popularity contest in the Kentucky shops of one of the big roads.

In this Kentucky vote, Edgeworth was named the favorite by nearly 70% of the men who smoke pipes.

This is another victory for the one tobacco with that rare combination of mildness and flavor. Edgeworth is a blend of only the tenderest leaves of the Burley plant. Tobacconists say these leaves have the choicest flavor, and that in them is found the "mildest pipe tobacco that grows."



Railroad men again name Edgeworth favorite smoke

Day in and day out, a pipe tobacco with that choice tobacco flavor is the one that gives real satisfaction. Edgeworth has it—and is always mild.

Try Edgeworth next time. Ask for Edgeworth Ready-Rubbed, or Edgeworth in Slice form. All dealers sell it. It comes in all sizes from 15¢ pocket package to pound humididor tin. Several sizes come in vacuum tins. In these airtight tins the tobacco retains its original flavor and quality indefinitely in any climate. Edgeworth is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Va.

EDGEWORTH

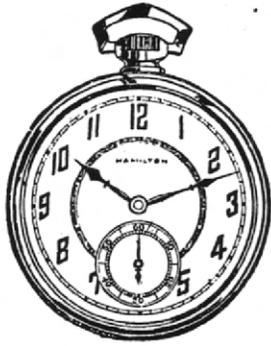
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Mildest pipe tobacco

THAT GROWS

Michael Sel Collection

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The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

August 13, 1933. She should be addressed hereafter as Mrs. Herbert Stolz.

Miss Margaret Jones of the freight auditor's office was presented with a beautiful cake on her birthday, April 14. The "Happy Birthday" song was sung by the well-known trio comprising Peterson, Skord and Murphy.

Miss Mary Gerone of the same office is now on a furlough in order to undergo the rather serious operation of having a goiter removed. We all wish her the best of luck.

The statistical bureau of the freight auditor's office has a few attractive young ladies who have been exhibiting diamonds for some time and, of course, for the same length of time have been contemplating honeymoon flats. Miss Marion Northern was never numbered among them, not that she wasn't as attractive, but she never had much to say and, in fact, the only expression she had to offer was a puzzling smile. But, as Mark Anthony once said (or perhaps it was Mary Gibbons), "still water runs deep," so one nice, sunny Monday morning Miss Marion came down wearing a much more puzzling smile than usual and not only exhibited with considerable pride as fine a diamond as ever made a young lady's heart flop over several times but announced that she would become a bride a few days hence.

On April 7 Miss Northern took the vows of matrimony with Mr. Charles Zimmer. The bride wore a white chiffon dress with an off-the-face veil and carried white roses and lilies of the valley. She was attended by her sister, Mildred, as maid of honor. After a honeymoon tour to Washington, D. C., the young couple will return to their love nest somewhere on the north side. We wish them many years of happiness.

Irvin Stager of the car accountant's office returned to his duties on the 16th after an absence of four weeks during which he suffered an operation for the removal of his appendix together with abnormal tissue growths that complicated his case very much. Notwithstanding this Irvin looks fine and claims to be full of pep, but needs to be careful for a while until full strength is restored.

West I. & D. Division

Edna Binliff

WITH snow storms, rain, dust storms and city elections, April has offered us a variety of events which at least could not permit us to fall asleep. Hope that May eliminates a few of these items as they are too trying on the disposition.

Mr. H. J. Young has been appointed roadmaster's clerk at Algona.

The small daughter of Rus Colburn passed away recently with pneumonia. We

surely extend our heartfelt sympathy to Mr. and Mrs. Colburn in this loss.

Roadmasters S. L. Core and P. McMahon attended a staff meeting at Mason City April 2nd and reported a good attendance. Local officers also attended a similar meeting at Yankton on April 17th.

In spite of the dust storms local weather prophets tell us that there is moisture in the ground, that springs are opening up around the Wessington Springs country, and that artesian wells are starting to flow again. We hope this means that the great American drouth is over, but if it is not we can at least vouch for one thing and that is for the faith and spirit of the people of South Dakota. They certainly can "take it" and come back smiling.

We were all delighted with the new coach, 4400, which was on exhibition on the West I. & D. recently. It shows that The Milwaukee Railroad has faith in the future and is looking towards the future instead of the past. Not only is the upholstery, seating and lighting very fine but the locks also work. There was some concern about this, but Conductor Malthouse took it upon himself to bravely prove that they do, as he locked himself in the ladies' lounge and rode in solitary state from Kadoka to Rapid City. A locksmith released him at this point. We have also discovered a new talent which Superintendent Ingraham possesses and one in which we always find enjoyment. It is that of kindly satire. This was brought out in his message to Conductor Malthouse asking him to show his time as deadheading, Kadoka to Rapid City.

On the evening of April 17th The Milwaukee Women's Club gave a dance at Mitchell for The Milwaukee employes. This dance was free for all employes and was a most enjoyable affair.

The supply train was on the West I. & D. in April and struck one of our dust storms. It seems that these folks from Washington just always catch us at our worst.

Deiliah Hynes, daughter of Conductor Hynes, is visiting at Wisconsin Rapids, Wis.

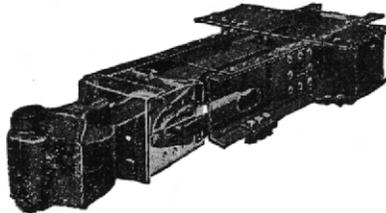
We understand that Agent Fred Burke of Presho has a new Chevie.

Coast Division (West)

Gertrude Aiden

WE ARE sorry to report that Lester Ellis, Mr. Devlin's secretary, is in St. Joseph's Hospital as a result of an automobile accident. He had several ribs broken. His little son Dick had a gash

"BUCKEYE" Yoke and Draft Attachments



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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Those who use the FAIR Rail Anti-Creeper appreciate that it is a device of quality precisely made, simple and easy to apply, dependable and that it has a long life.

THE P & M CO.
Chicago - St. Louis - New York

on top of his head which required seven or eight stitches. We hope by the time the magazine goes to press that Lester will have recovered sufficiently to be out of the hospital.

Asst. Supt. T. J. Hamilton, who has been confined to St. Joseph's Hospital for several weeks account of a major operation, is doing very nicely and expects to return to his home shortly.

Miss Florence Hall, trainmaster's stenog., and Jack McMahon surprised us all with the announcement of their marriage which took place some little time ago. We all wish them both much happiness.

We are sorry to chronicle the death of Mrs. C. D. Curry, wife of Car Inspector Curry, which occurred in Eatonville, Wash., on April 11th. Death was due to heart trouble. Sympathy of the "Milwaukee family" is offered to Mr. Curry and his family.

Two 75-men tie gangs have just started over different portions of the Coast Division and the record they are making in applying ties is something that we are all rather proud of. Logging operations on the Coast Division have picked up to a very large extent within the last few weeks. We are glad to report that we are moving about as many logs now as we were before P. D. days (pre-depression days).

Mrs. Monroe, president, and Mrs. Devlin, vice-president of the Milwaukee Women's Club, are leaving this week to attend the general meeting of the club. Mrs. Devlin is being accompanied by her daughter Jane. They will visit friends in Montevideo, Tomah and Green Bay, Wis.

The fishing season opened this week and all the local disciples of Isaak Walton advise of large catches of rainbow trout which are so plentiful in our numerous streams. Employees on divisions east of us should plan on making their vacation include this favored country.

I. & D. Items
E. C. A.

THE many friends and acquaintances of Mr. Julius A. Wiele, trainmaster's clerk at Mason City, Iowa, were deeply shocked and grieved by his sudden death at the Story Hospital on March 20, 1934, following his confinement of only a few days. Funeral services were conducted and burial made in Mason City.

Mr. Wiele was born May 31, 1904, at Sheffield, Iowa. He entered the service of the Milwaukee Railroad as trainmaster's clerk in 1926 which position he held up until the time of his death. On January 23, 1932, he was united in marriage to Miss Flovilla Factor. Those surviving Mr. Wiele are his wife, his parents, four sisters and five brothers.

Mr. Wiele was a conscientious employe and very loyal during his service with the company. The I. & D. Division offers his family its deepest sympathy in this sad loss.

Mr. John J. Burns, I. & D. engineer and veteran of the council chamber of Mason City, both under city manager and previous form of municipal government, was elected mayor of Mason City April 2, 1934.

Roadmaster A. W. Bahr reported to work April 9th after his recent operation for appendicitis. We are all glad to see him on the job again. From all appearances his ever faithful assistant was also highly pleased. Last reports indicate Al is trying to lead Frank Tuthill's bull dog astray.

A division staff meeting was conducted by Supt. W. F. Ingraham at Mason City April 2 with the division officers in attendance.

Miss Ruby Potter, chief clerk in the master mechanic's office, has returned to work after her recent illness.

Mr. Lou Hendrickson, conductor, I. & D. Division, who was operated on at the Park Hospital March 19th, was seen about the division offices April 11th. We hope to see Lou back on the job again soon.

Mr. M. K. Darnell, demurrage inspector,

As Modern as *STREAMLINED* Air-Conditioned Trains

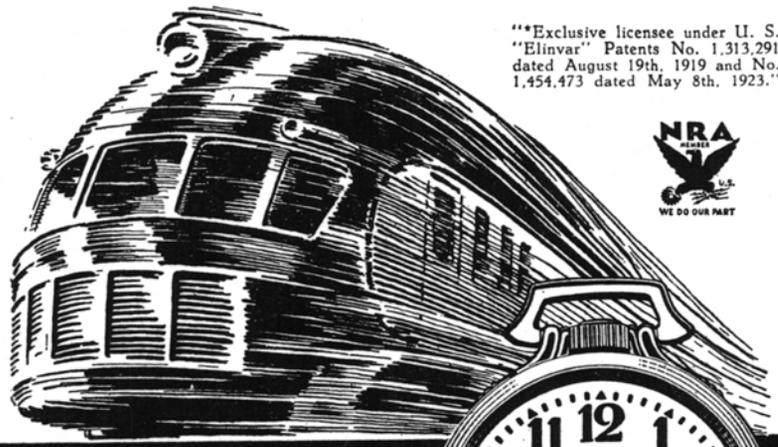
TODAY'S RAILROAD WATCH needs every advantage modern science can give it. For transportation is marching forward. Men and equipment must keep apace.

ILLINOIS is one watch that has kept step with progress. It is designed to solve today's — and tomorrow's — railroad timepiece problem. Yet behind every ILLINOIS watch is tradition steeped in accomplishment — a record of honest service for sixty-four years.



Let your jeweler or time inspector show you the new BUNN SPECIAL *Elinvar railroad models. They resist magnetism. They have hairsprings which will not rust. They are immune to serious errors caused by temperature changes. And they alone have the famous 60 hour ILLINOIS mainspring. Available with 21 or 23 jewels.

Write for a free booklet explaining the advantages of an Elinvar-equipped watch. Address Dept. R, Illinois Watch, Lancaster, Pennsylvania.



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



ILLINOIS
BUNN 60 HOUR SPECIAL
ELINVAR WATCHES



A GREAT AMERICAN WATCH SINCE 1870

Easy to See Why Millions Have Switched to LEE JELT DENIM OVERALLS!



... Plus
22 More Exclusive Features

WITH all these features and 22 more, no wonder millions have switched to Lee Overalls. Only Lee's are made of genuine JELT DENIM with tighter weave that means greater freedom from snags, rips and tears—record low shrinkage—MONTHS LONGER WEAR. So buy Lees next time and see how much they save.

FREE Write for FREE SAMPLE of Jelt Denim and name of nearest Lee dealer.

**THE H. D. LEE
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Attractive—comfortable—all washable—non-binding—lasting. Roomy. Gives your hair needed breathing space.

Do not accept imitations. Be sure the cap you buy is Ear-Marked with the Kromer trade-mark in the inside.

Ask your dealer for the new Kromer Polka Dot or write us giving his name. Should you order direct be sure to state size.

Other colors: Plain Black, Blue with White Stripe, Express or Hickory or Brown with Black Stripe, or White.

Also Baseball caps: Black, Blue, Red, Green, Cream or Cream with Black Stripe.

45c each, Postage Paid.

KROMER CAP CO.

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Wear this DIAMOND 30 days FREE

The most outstanding offer ever made. We actually send you your choice of a genuine Certified, Perfect Blue White Diamond for 30 days' inspection in your own home WITHOUT A PENNY DOWN —or C.O.D. to PAY! Be the envy of your friends. Wear a beautiful diamond in one of the newest white or yellow gold mountings for either ladies or gentlemen. Take a Year to Pay—Your Credit is good with Helzberg. Write today for special bargain bulletin and free trial offer—postal will do.

HELBURG'S DIAMOND SHOP
Dept. 3211 Kansas City, Mo.

was a visitor at Mason City March 14th. Mrs. Carl Dunovan, wife of chief clerk to yardmaster, Mason City, Iowa, made a visit to her sister at Centerville, Iowa. It is reported by authorities that the only method to use in calagating sales, and with all due respect to rabbit hamburger, is by larger distribution. For further particulars inquire at the yard office.

At this writing Condr. Geo. Smith is reported as in a very serious condition at the Park Hospital.

Apology is extended to Brakeman G. J. Radloff who experienced some little discomfort after his arrival at Mason City on train No. 62 some several nights ago, for this late mention. Regardless of the sad event we all had to laugh.

Though written warning has not been posted, everyone is cautioned to be careful upon entering the yard office at this particular time of the season as the air is full of rods, reels, tackle and other fishing equipment.

Report has just reached your correspondent that Condr. W. C. Buirge has been very busy recently shingling his house. Bill must have found that corner we have all been looking for.

Mr. Al Zack, roundhouse electrician, reports a very successful fishing trip for trout, having exceptional good luck to land three fine specimens, the largest of which measured two feet six inches. Al, where did you get the ruler?

Apparently the golf bug has visited a few of the Mason City offices. Am informed it is occasionally necessary to jar the chief clerk for the division storekeeper loose. What do you have to say for yourself, Cliff?

Mr. O. E. Bradford, traveling inspector from Austin, was in Mason City April 12th.

Mr. E. W. Webb, district claim adjuster, Des Moines, called at the Mason City offices April 12th.

Seattle General Offices

F. H. Bradt

BELIEVE it or not, we're going to try to stage a comeback this month, even if we don't say a whole lot. It's just too darned beautiful for words out here in God's country this spring, so maybe that's a good excuse for our donating so much silence the past several months.

Things are happening, too, folks. For example: Claire Shappee of the Traffic Department has served notice on us that she's leaving the service Saturday the 14th, to take up her new duties as Mrs. O'Brien. We know Claire will be a success in her new vocation, as she was in the old, and wish her carloads of happiness.

And another thing—Bremerton may have its mystery as to who committed the sextet slaughter and why, but we've got our own puzzlements, i.e., why did a certain young lady in the General Manager's office appear in black one morning last week? Was it in mourning for Keller's dog, or due to the fact that the Bobby Jones of the Transportation Department boarded No. 16 the night before bound for all points east?

Col. G. S. Cooper, Lines West guardian of M.B.&E., has joined the army again to look after the CCC boys, and is busy commuting between Missoula and Maple Manor on the Sound.

Dick Lindstrom of the General Manager's office is devoting his spare moments to assisting in remodeling his home. And does he ever have the fun accumulating silvers in his hands? His buddy, Mike Murtha, says he's got enough fir in his hands to put on another room. Oh, yes, Dick says the silvers aren't all in his hands, either.

The
Bird-Archer Company
Manufacturers of
ANTI-FOAMING COMPOUND
Western Office
122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

The Times Stroller made another observation this morning which has all of us worried. He reports he saw one of our model husbands, supposedly an ardent dry, gazing thirstily into the window of Seattle Liquor Store No. 2.

Twin City Terminals

Leda Mars

SOCIETY notes: The Easter parade at the South Minneapolis yard was held this year by our veteran yard conductor, John P. ("Sport") McNulty. The boys in the yard office noticed a dazzling display of color approaching and when the color riot arrived it was found none other than "Sport" McNulty was beneath the iron cady. Much favorable comment was heard about Mr. McNulty's ensemble of the red tie, grey top-coat and the white slip-over sweater with the V neck. Mr. McNulty further stated he did not favor the full-length top-coat and feels that the three-quarter will make a comeback this spring, and predicted that red ties would be considered very smart this season.

Walter J. Johnson, Esq., formerly of the superintendent's office, we understand from reliable sources, recently capitulated to the charms of a comely maiden and mouthed the utterances that made him indissolubly hers. Congratulations and best wishes for eternal nuptial bliss are extended our former comrade. Walter is now working for the brotherhoods and apparently has learned in union there is strength.

We were sorry to hear of the sudden death of Martha Benson's mother. Sympathy is extended to her by all her friends and co-workers.

Miss Georgie Perry of the accounting department spent her two weeks' vacation visiting friends in Daytona Beach, Fla., and Washington, D. C.

We understand one of the "MALE" local freight clerks is an admirer of "Lady Esther."

We are very sorry to announce the death of our beloved fellow employe, Mr. John A. Oliver, flour and grain agent, Minneapolis, on April 1, 1934, at the age of 41. Mr. Oliver had been in poor health for several months, although he was able at times to look after his duties. During the last three weeks, however, he was confined entirely to his home. He was held in very high esteem and will be sorely missed by his fellow workers.

Mr. Roy A. Burns, chief clerk, traffic department, Minneapolis, for several years has been appointed to the position of flour and grain agent, Minneapolis, formerly held by Mr. Oliver. Mr. C. L. Matzoll, present senior city freight agent, will succeed Mr. Burns as chief clerk; Mr. Geo. E. Benz, city freight agent, will in turn succeed Mr. Matzoll as senior city freight agent. Mr. Glenn Cottrell, present chief clerk in General Agent Cunningham's office at Duluth, succeeds Mr. Benz. Mr. George Quinlan, present assistant chief clerk at Minneapolis, will succeed Mr. Cottrell at Duluth. Mr. Geo. W. Larson, present assistant rate clerk, traffic department, Minneapolis, will succeed Mr. Quinlan. Mr. Raymond A. Kolhoff, present diversion clerk, traffic department, Minneapolis, will succeed Mr. Larson, and Mr. Harry E. Erickson, present office boy, will succeed Mr. Kolhoff as diversion clerk.

Marvin Edwards has accepted the position of office boy in the traffic department, succeeding Mr. Erickson. Mr. Edwards has had several years' experience in the traffic department but was laid off about a year ago when reduction in forces became necessary. We welcome his return to our fold.

D. & I. Division—First District Notes

E. S.

MESSRS. Daugherty and Franklin of the maintenance-of-way department inspected rail on the First District the latter part of the week.
Michael Sol Collection
Mr. John Reinehr, superintendent

the frog shops, Loman, Wis., gave an interesting talk at the noon meeting of the Savanna Rotary Club March 28, which he attended as guest of his brother, Agent A. J. Reinehr.

Mrs. Charles Langley, wife of Machinist Langley, Savanna roundhouse, who underwent a serious operation in St. Luke's Hospital, Davenport, on March 26th, is recovering nicely and will be brought to her home shortly.

Mrs. Rex Wilkerson, wife of First District engineer, remains quite ill at her home in Savanna.

Mr. and Mrs. Geo. Schmidel (chief clerk to station agent), Savanna, are the proud parents of a daughter, Joan Florence, born at the City Hospital April 12. Congratulations from the D. & I. folks.

The First District consolidated meeting, covering claim prevention, traffic-operating, fire prevention, safety first and fuel conservation was held in the Lydia T. Byram Community House, Savanna, Friday, April 13th, at 7:30 p. m. There was an attendance of 145 and much should be gained from the interesting and instructive talks that were given.

Sympathy is extended to Iowa Division Engineer John Cain and family account the death of Mrs. Cain, which occurred at the family home in Savanna April 16.

Mr. J. R. Cassell of the district accountant's office, who has been recuperating at the home of his mother and sister in Savanna, has returned to his home in Elgin and expects to start to work with the old vim and vigor he used to have.

Chicago Terminals

Guy E. Sampson

PROSPERITY

Days are longer,
Nights are shorter,
Men seem happier—
And they 'orter.
Business improving,
Less folks moving
Now they've money
To pay the rent.

Storekeepers milling
As they will
When the workingman
Can pay his bill.
With less men
Now "on the bum,"
We're sure to hear
The factories hum.
And the sign
We love to see
Across the sky is
"PROSPERITY."

THE grim reaper has again visited one terminal this past month and taken his toll. Walter Jackson, who had been in the engine service here for many years, passed away. Wm. Dalzell also passed away, after 53 years in service of the company. He came to terminal about 35 years ago from the Middle District and had been here ever since. He had been a cripple for many years but able to handle a switch tender's position and up to his death was tending switches at the South Hump. He leaves an aged widow and one adopted daughter to mourn his departure. William had almost reached his 74th birthday.

Another sad death was that of Labor Foreman Jess Michales of the Bensenville roundhouse forces. On the evening of April 6th, according to reports, he and Mrs. Michales were riding in her car and he was taken by her to the Elmhurst Hospital where he was found to be dead, having been shot through the back. Although the wife claimed she knew nothing of how it happened, she at this time (April 16th) is being held for hearing April 17th. A .32 calibre revolver was found in the rear of the car with one empty chamber. Both parties are well known to terminal employees as well as road men running through Bensenville as they operated one of the most up-to-date eating and sleeping houses in the community and many employees pa-

trized them. Mr. Michales' body was sent East, where his mother and sisters reside, for burial. The sympathy of all employees is always extended to those who mourn.

Towerman Frank Schultz, who held a position at Pacific Junction, was recently taken ill and decided to take a vacation and rest up. Two weeks later it was learned that he was in a hospital in Omaha critically ill. No word has been received the last few days but Frank's many friends here hope for his speedy and permanent recovery.

Leslie Ranking and Lowell Capoot, sons of two of our employes, came home from college to spend Easter with their parents and other friends. Both boys are attending Illinois U. at Urbana.

Art Larson, who has been on the sick list for several months, is back on his old job as labor foreman at the Bensenville roundhouse. Glad to see you back, Art. "Goldie" Webber, former roundhouse foreman at Bensenville, has been transferred to the Galewood roundhouse, and R. A. Pixley, formerly of the Western Ave. roundhouse, has been transferred to Bensenville.

Jessie Meyers, stenographer at the Bensenville roundhouse, entertained company from Minneapolis over the week-end lately. Understand this was why she was unable to find time to pen us her usual amount of interesting items. Well, no doubt she will help us out next month as usual.

As we are closing our items to mail, the 'phone rang and we learn the sad news that Mrs. Walter Taylor, wife of assistant foreman at Bensenville roundhouse, died this morning, April 16, after a lingering illness. Our sympathy sure goes out to the bereaved family.

And in closing let's not forget that Safety First record we are building. Let's think about it, talk to each other about it, and never for a moment overlook the importance of keeping safety conscious. That's what will make us avoid accidents.

The New Hub of the I. & D.

By William Lagan

ENGINEER FRED THOMAS and Mrs. Thomas are visiting relatives in Roseburg, Ore. They are planning on returning via Los Angeles and Kansas City.

Engineer Ben Rose and wife have returned from a vacation spent in the Panama Canal zone and at Havana, Cuba.

A news item appearing in the "Twenty Years Ago" column of a Sioux Falls daily newspaper under date line of April 1, 1914, states that "W. D. Griffiths has been appointed freight agent for The Milwaukee Road at Sioux Falls."

Eddie Addams, former clerk in Mr. Doud's office, is now clerk in Mr. Bierman's office at Mason City. We will no doubt see Eddie around Sioux Falls once in a while as he has many friends here.

Switchman Leslie Sweeney and Harold Peters of Sioux Falls attended a council meeting of the Veterans of Foreign Wars at Yankton Sunday, April 15th.

Mrs. Jennie Wheeler of Sioux Falls spent Sunday, April 15th, visiting friends in Sioux City.

The Milwaukee Women's Club dance in Sioux Falls last month was an outstanding success socially and financially.

Conductor W. B. Anderson of Sioux City states that he will take care of all of his correspondence personally. He says that he hopes that some of the other passenger

DELICACIES FOR THE TABLE

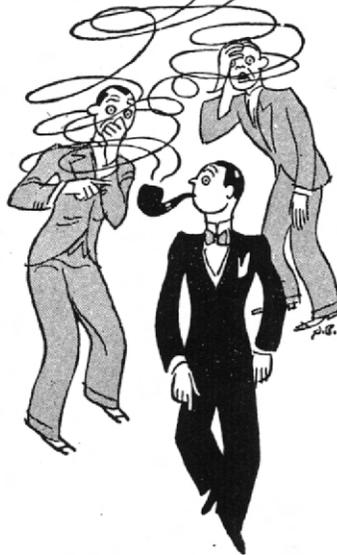
Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.

CHICAGO, ILLINOIS

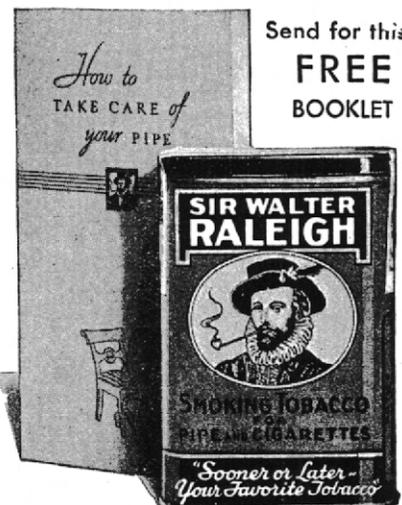
"EVEN HIS WORST
FRIENDS TOLD HIM!"



THEY SURE DID—when they recovered! But recovering from the K.O. of that sullen, soupy pipe was harder than holing a golf ball from a sand trap!

A pipe-cleaner, an orange-and-black tin of Sir Walter Raleigh—and how his circle of admirers will widen! This happy mixture of fine Kentucky Burleys has the body that men want, with a calm fragrance that raises you in the estimation of your friends and yourself. Try it. You'll like it.

Brown & Williamson Tobacco Corporation
Louisville, Kentucky. Dept. K-45.



It's 15¢—AND IT'S MILDER

conductors will read this item and govern themselves accordingly.

"S. C. D." Office on the Air

A. T. B.

THE Milwaukee Shops Bowling League closed for the season on April 9th. Due to the consistent bowling all during the season by the members of the Car Department "Sprayers," this team finished on top and was awarded the 1934 Championship. A most artistic gold and silver loving cup was given the winners. This cup bears an appropriate inscription and it is regretted that we are unable to show you all a picture of same as it must be seen to be fully appreciated.

All doubts as to the season of the year were dispelled one morning recently when Martin A. Biller, the genial secretary of the Credit Union, breezed in wearing a new gray overcoat, suit and hat. Spring is here.

We understand that Walter Stark, our versatile piano accordionist, will spend his vacation down south in Savannah, Ga. What's the attraction, Walter; is she blond or brunette?

Birthday Greetings for this period to W. B. C. Wible.

Now signing off until same period next month. Hope you will be with us.

Iowa and S. M.

V. J. W.

AGENT C. J. Cawley of Pipestone has returned after a two weeks' visit in California.

On March 16th occurred the death of Charles J. Olson, agent at Whalen. Mr. Olson was 63 years of age and had been an operator with the company since he was 18 years of age. When about 30 years of age he suffered injuries which caused the loss of the use of his lower limbs. In June, 1931 it was necessary to amputate his right leg and in December, 1933 his left leg was amputated. He resumed work in February of this year for a short time but was forced to give it up shortly before his death. Three of Mr. Olson's sons are operators on the SM Division: Lyle, agent at Grand Meadow; Howard, operator at Jackson, and Lester, operator at Wessington Springs. Sympathy is extended to the bereaved relatives.

Sympathy is also extended to the bereaved family of Fred W. Linnemeyer, operator at Pipestone, who passed away very suddenly at his home, April 7th. Mr. Linnemeyer was 45 years of age and had been an employe of the company since 1917.

The following appointments have been made during the past month: M. E. Hopperstad, agent at Elko; A. M. Ray, agent at Pratt; C. R. Parker, agent at Kasota, and Frank Bruha, agent at Whalen.

We are glad to see J. C. Hanson, agent at Hayward, is back to work after a six weeks' absence following an operation.

Violet Beatty, superintendent's sten. left Austin, April 14th, for a short visit in Omaha.

The many friends of Al Barr, roadmaster at Mason City, will be pleased to know that he is out and around again. Al recently underwent an operation for appendicitis.

F. L. Bender, agent at Erwin, S. D., greeted friends at Austin, Friday, the 13th, while en route to Spring Valley, where he will visit relatives. Frank Bruha is relieving him.

Conductor Denny O'Marro has been assigned the St. Clair Line job and Conductor Wm. Malone has been assigned the Manokato switch engine.

Switchman Walter J. Cambern, who has been off sick for the past two months, expects to leave for Hot Springs, Ark., April 18th, where he will take treatment.

We were indeed grieved to hear of the tragic death of little Daniel Arens, 7 year old son of hostler helper Ed Arens, who was crushed by a truck backing over him while playing near his home in Austin the evening of April 12th. He was so badly injured that little hope was held for him and he passed away the morning of April

14th. Deepest sympathy is extended to the bereaved family.

Word reaches us that Engineer John McCarthy is taking music lessons in Wells.

We are glad to hear that Jack Cambern, stationary engineer, is recovering nicely after a painful operation on one of his eyes.

We are also glad to hear that Engineer Frank Baier is improving after having been ill with pneumonia for the past month.

These new-fangled additions to our autos appear to have their drawbacks as well as advantages. During that cold snap late in March, Engineer Walt Whiteside had a man relieve him for 30 minutes so he could run home and check his new Plymouth. He evidently found no water on the knee joints as he returned with a smile on his face.

Dwight ("Tang") Kneeskern must have spent Friday, April 13th., with his fingers crossed. While all of the practical jokers around the yard were looking for a black cat to present him, a nice, shiny, black and friendly one came strolling right up to him. However, his rabbit's foot must have been working as the cloud soon passed and settled her affections on the young gentleman in the ticket office. Evidently "Scotty" had disposed of all of his rabbit's feet at the time he closed out his stock to Officer "Eppy" and he was forced to call an officer to rid the place of his ebony intruder.

During the night of April 2nd, the joint depot at Hollandale was struck by lightning and only through the very efficient work of Agent Madden and two of his neighbors was the building saved. In recognition of his work, the people of Hollandale elected Russ chief of the fire department the following day.



Marilyn, daughter of Harry Vaughan, R. H. Clerk, Ottumwa, Iowa

Kansas City Division

K. M. G.

SYMPATHY is extended to the following officers and employes on the division: Superintendent W. C. Givens, whose mother passed away on April 1. Mr. Givens and family were called to Sioux City on March 30 due to his mother having a stroke. Burial at Sioux City on April 3. Mrs. Earl W. Wilson, whose husband died suddenly on March 15 from a heart attack. Mr. Wilson was employed as a brakeman since June, 1926. Edward McCort of the mechanical department, whose wife passed away on March 24 after a prolonged illness. Operator J. W. Bolan, Polo, in the loss of his daughter Dorothy, whose death occurred on March 25 after an illness of two months. For some time she was a patient in a Kansas City hospital.

For over four months Conductor J. N. Brown has been confined to his home with heart trouble. He is reported somewhat improved. Mrs. Brown recently fell down the stairs in her home, breaking two toes. She is reported greatly improved.

Chief Clerk Jno. W. Sowder was stricken with a heart attack while on duty on April 11. He is recovering but was in a critical condition for several days.

Mary Coughlin, daughter of Switch Foreman J. J. Coughlin, Ottumwa, a student in St. Catherine's College, St. Paul, Minn., spent several days of a spring vacation at her home. She has been very active in dramatics at school, having played the leading role in a recent play produced by the college.

During March Mrs. F. M. Barnoske, wife of roadmaster, spent ten days in the home of her daughter, Mrs. W. C. Smith, in St. Louis.

Engineer Elmer Rudolph is again sojourning in Hot Springs, Ark. The races are affording him plenty of recreation. He seems to have a keen sense for picking the winning horse and we hope he wins some high stakes.

Mr. and Mrs. Geo. W. Kissinger were in Tulsa, Okla., for about two weeks visiting with their daughter, Mrs. Hugh Evans. They were accompanied from Ottumwa by their granddaughter, Megan, who had spent several months in their home. Megan was eager to return to her home to make the acquaintance of her little brother, who arrived during her sojourn in Ottumwa.

Mrs. Jed Chandler spent several days with relatives in Davenport during the first week of April.

Engineer Frank Harker and son have gone in for farming on a small scale. A friend presented them with a few hogs with which to stock the farm. One of the hogs escaped on March 13 and in recovering the wandering swine, who resisted being recaptured, Mr. Harker, Sr., received an injury to his hand, necessitating his taking a leave to permit the injury to heal. This is a case of number 13 being unlucky.

Born, April 4, to Mr. and Mrs. C. L. Carnahan, a daughter. Mr. Carnahan is a switchman in West Yards, Ottumwa.

Dispatcher R. O. Clapp has as house guests his granddaughter, Mrs. Geo. O'Gar, and son of Minneapolis, who will remain in Ottumwa indefinitely.

Among the Terraplane owners is now listed the name of Traveling Engineer E. J. Kervin, who recently purchased one of the late models.

Claim prevention meeting was held on April 11 in the ladies' clubhouse, Ottumwa. Mr. W. C. Givens, superintendent, chairman. Following officials and employes from out of town attended the meeting: W. L. Ennis, O. Satiner, Chicago; R. G. Larson, Kansas City; G. M. Reisch, Brainerd; C. L. Post, Blakesburg; Glen Anderson, Rutledge; M. L. Fromm, Farson; P. L. Mullen, Savanna.

MOTORING ON THE MILWAUKEE

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

I UNDERSTAND since Spring arrived the whole Headwaters Fuel & Navigation Company have done nothing but fish, 20 miles and not a bite. Well, this is only hearsay, but I have seen almost nothing from the department I represent, for a long time. How things are ever going to pick up if we don't start a little advertising is more than I can say. However, I have been doing my part.

Fireman Percy Roberts and Mrs. Roberts are grandparents now. Well, at least they don't look the part. Their daughter Gail, who is Mrs. Russell Dunbar of this place, has a fine son, born March 21st. We offer congratulations.

Mrs. W. T. Oragan, wife of Fireman Oragan, has gone to points east and south of us for a short visit with friends and relatives. She expects to visit in the Dakotas at Omaha and in Arkansas before she returns home. In the meantime, Pat can dig for more potatoes; he dug up one he over looked last winter, and after being in the ground all through the severe weather it was as nice as a new one. This is good.

advertising for this part of our state, and it is one reason I am talking about it. Of course that could not happen every winter, but why bring that up.

More congratulations. Fireman William Pink and wife are the parents of a fine little daughter, born April 7th in this city, and Fireman James Butler is grandpa again, as Mr. and Mrs. Emmett Butler are glad of the addition of another daughter to their family April 14th. The population is increasing at a fine rate this year.

Chester Markel was called to Wisconsin on account of the serious illness of his mother.

Engineer Brentnall and wife have returned home from a winter visit with their son in Portland, and they report a fine time but glad to get back again.

Mrs. McHale, wife of Conductor McHale, who has been in Chicago for several years, has returned to our city and is again at home in their own place here. Mr. McHale has gone to work on the main line after several years on the Gallatin Valley branch line.

We are glad to say that Mrs. C. R. Johnson, wife of Conductor Johnson, is greatly improved. Mrs. Johnson has been very sick for the past month here, but we hope to soon see her out again.

Operator Joe Jost has returned home from five weeks in the hospital at Lewistown. He is skipping around as good as ever, far as we can see, and we are all glad to see him around again.

Conductor Koehler of the Milwaukee hospital association has returned from Rochester, Minn., where he was for some time under treatment. He is much improved but will take life easy the rest of the summer, he says.

Conductors Rice and Hamp took a few days' layoff and went out to the coast for a few days' visit. Both report seeing Seattle, and the white lights hurt their eyes so, they came back to work.

Fireman Otto Heimes, who has spent the past winter in Wisconsin, has returned to Three Forks.

Chief Lineman Meade from Seattle and our local lineman, Kneuman, at Harlowton, who always does everything we want him to around the office, came over and installed a machine, the like of which we never even thought we should see, and now when I answer the train dispatcher, he says I could just as well raise the window as he has to wear earmuffs to protect his hearing. One of them actually told me that I disturbed the clerks up at the Postoffice. This hardly seems possible to me, although this machine is wonderful; still I know some of those clerks up there and nothing could disturb them.

Engineer McKenna is baching at present. Mrs. McKenna has gone to Iowa and Missouri to visit with their daughter Lois, who is a student at the University of Missouri. Mr. McKenna's mother, who has been visiting here with them for some time, returned home with her and shortly after Mrs. McKenna reached her old home in Missouri, her own mother passed away. She was 80 years of age. We offer our sympathy to Mrs. McKenna.

Mrs. Emily Greetan, age 71, of Deer Lodge, passed away April 11th following a long illness. She was the mother of Wm. Greetan of the Rocky Mountain division and we extend our most sincere sympathy to him in this great loss.

Mrs. Elizabeth Goggins, wife of B. W. Goggins of Harlowton, passed away after a short illness, April 6th. She leaves three sons and a daughter and we offer them and Mr. Goggins our deepest sympathy in the loss of their wife and mother.

Another sad death of a well known Rocky Mountain employe is that of J. T. Josephson of Deer Lodge, March 22nd, at his home there. Mr. Josephson was at the time of his death an employe of the United States Postal service, but for many years he worked as train dispatcher on this division, where he was one of the most popular men working. He was a World War veteran and we offer our deep sympathy to the widow and son and daughter, who remain. Mr. Josephson was also survived by a brother in Oregon.

"I'm hard-boiled about Tobacco"



CHARLES BICKFORD . . . famous star of the screen

WHEN a friend of mine lent me my first pipeful of Union Leader, I had no idea it cost but 10¢ a tin. If I had known that . . . maybe I'd have been chary of it . . . for I'm pretty hard-boiled and fussy about tobacco.

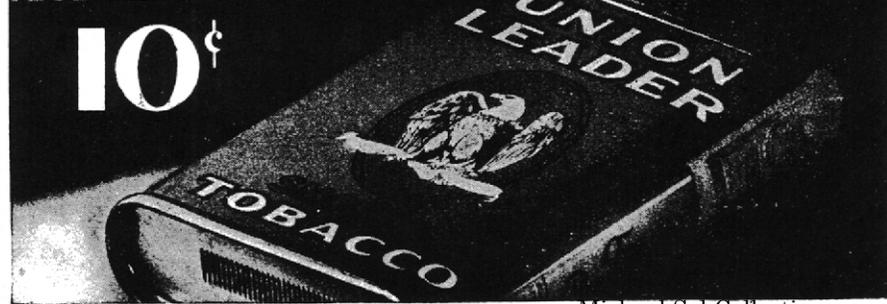
That first pipeful won me . . .

and my pipe. We both fall pretty hard for good old Kentucky Burley . . . and I never tasted smoother Burley than Union Leader. I smoke it regularly, not alone because it's a big value, but because it's a grand smoke. (Good for cigarettes, too.)

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FOR SALE—Five acres irrigated orchard mature bearing apples 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.

ATTENTION!—NOW—More than ever Advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants more business from Milwaukee Road employes tell him about this magazine and write to the Assistant Editor of the Milwaukee Magazine at 252 Union Station Bldg., Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

Favorite Recipes

White Sauce. As the base for most sauces is the standard white sauce, it is probably desirable to offer it first. White sauce and cream sauce are substantially the same and are made by creaming in proportions as follows: One tablespoon of butter, one tablespoon of flour in a saucepan over a slow flame. Add one-fourth teaspoon of salt, dash of pepper and one cup of milk poured on gradually and stirring constantly. Let boil two minutes while stirring.

Drawn Butter Sauce. This is particularly good served with fish. Melt one-third of a cup of butter, add three tablespoons of flour, one-half teaspoon of salt, one-eighth teaspoon pepper, one teaspoon lemon juice. Blend well and pour on gradually, one and one-half cups hot water or the water in which fish has been cooked. Boil five minutes and add a small piece of butter.

Brown Sauce. Cook until brown one-fourth cup of butter with one slice carrot, one slice onion, one sprig each of bay leaf, thyme and parsley, six peppercorns. Add five tablespoons butter, stir constantly until well blended then add two cups of brown stock or two cups of hot water in which two bouillon cubes have been dissolved. Bring to a boiling point, strain and keep for use when required.

Olive Sauce. Ten ripe olives from which stones have been removed, cover with boiling water and cook five minutes. Drain olives and add to two cups of brown sauce.

Mushroom Sauce is made with one cup of brown sauce to which add one-fourth pound of mushroom caps, peeled, sliced and sauted in butter.

Tomato Cream Sauce. Cook one-half can tomatoes with one sprig of thyme, one stalk of celery, one slice onion, twenty minutes. Rub through strainer, add salt, dash of cayenne and one-fourth teaspoon soda. Combine with one cup of white sauce.

Maitre d'Hotel Butter. Work until creamy one-fourth cup of butter, add one-half teaspoon salt, one-eighth teaspoon pepper, one-half tablespoon finely chopped parsley. Then very slowly add three-fourths tablespoon lemon juice.

A good way to chop parsley is, after removing leaves, dry, then rub between thumb and fingers and press compactly together. Then with a sharp knife cut through and through. Again press in the fingers and recut, and continue until finely cut.

FOR SALE—Modern five-room frame bungalow, on 50x187 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensenville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave.

FOR RENT—Desirable summer cottages at the Cinosam Club, a summer resort for Masons and Eastern Stars, located on Gull and Round Lakes, ten miles north of Brainerd, Minn. Write I. R. Crawford, Dundas, Minn.

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ROOMS FOR RENT—Large pleasant sleeping rooms for rent. Close to Milwaukee Depot. Mrs. G. P. Hodges, 1402 S. Penn. Ave., Mason City, Iowa.

GAS STATION—6 pumps, living quarters, garage, refreshment stand, good World's Fair site, on two main highways. Bargain, \$3,000 cash. Inq. W. D. Sunter, 328 So. Austin Blvd., Oak Park, Ill.

FOR SALE—Five-room frame house on 120x150 lot—landscaped with trees and hedges. House is furnished with modern improvements. Located on good gravel road one and one-half miles S. W. of Bensenville. Also—several hundred shade trees—elms and ash, varying from ten to twenty-five feet in height—on hand. Inquire Anton Smeja, Bensenville, Illinois.

FOR SALE—32 volt D.C. automatic water pump with 18 gallon storage tank for well not over 30 feet deep. First-class condition. First \$25.00 gets it. G. F. Rediske, Plevna, Montana.

FOR SALE OR RENT—Eighty acre farm. Immediate possession. Stock and machinery on place. Ten room house, barn, granary, garage, wood shed, corn crib, chicken coop. Thirty acres under cultivation, twenty acres to be broken up; balance in wood. Terms: \$3,000 and assume \$2,500 mortgage. Or, will rent place complete for \$25.00 per month. For further information write Earl W. Taylor, Dakota, Minn.

FOR RENT—Four room house with electric installed, ¼ acre ground, fruit trees, chicken house, and garage. Three blocks to CMSP&P station. Located in Itasca, Ill. Very reasonable rent. See H. Hoffman, Jr., Itasca, Ill., Irving Park Blvd. Phone Itasca 80.

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

FOR SALE—Lantern handles of finest selected second growth hickory. Very serviceable. Price 50c. Write: Benj. R. Weber, 2524 W. Lisbon Ave., Milwaukee, Wis.

FOR SALE—Three room frame house on 50x150 lot, three blocks from Wooddale station, on C. M. St. P. & P. (19 miles from Chicago, Union Station). Good Suburban service. Also THREE ACRE TRACTS at Itasca, three blocks from station and school—all improvements available. — Wesley Luebring, Itasca, Ill. Phone Itasca 7.

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