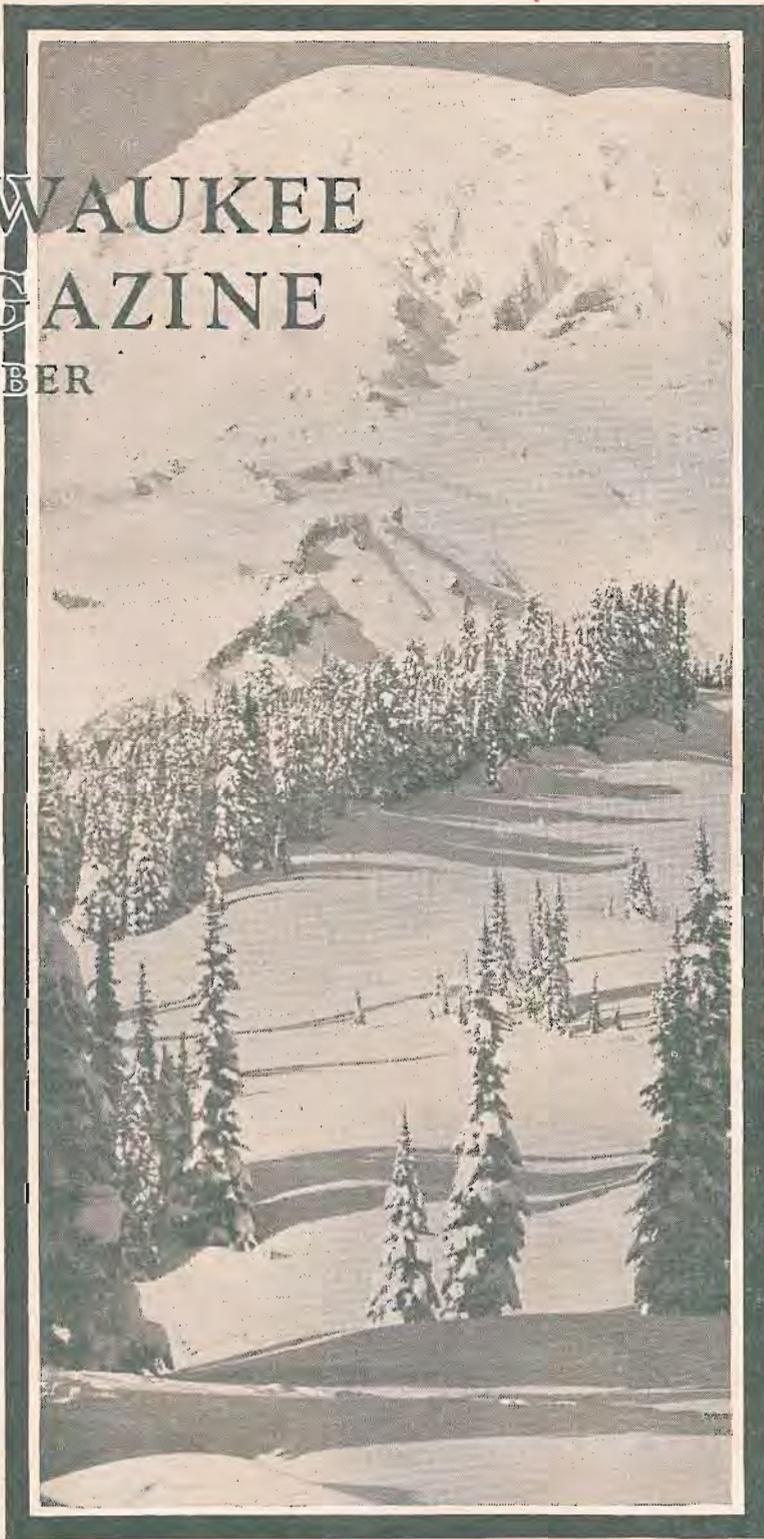


The
MILWAUKEE
MAGAZINE
DECEMBER
1935



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CHICAGO

A Christmas Wish



God bless you! words are empty things;
We speak and think not of our saying—
But in this phrase forever rings
The higher tenderness of praying.
It means so much—it means that we
Would have no fears or threats distress you!
Nor have your heart timed to a sigh.
God bless you!

This trinity of blessed words
Holds all our wishes, oldest, newest,
The fairest deeds that can be wrought,
The halest greetings, and the truest—
It's more than wishing you joy and wealth,
That kindly fortune may caress you
That you may have success and health,
God bless you!

God bless you! why, it means so much
We almost whisper as we say it;
We dream that unseen fingers touch
Our hands in answer as we pray it.
May all it means to all mankind
In all its wondrousness possess you,
Through sun and cloud and calm and wind,
God bless you!

—Author Unknown.



A Golden Jubilee Celebration

An Indian Village Honors Its Father Confessor

By LON COOK

THE early history of western Montana is bound up with the legends of the missionaries of the Roman Catholic faith, zealous men of God, who braved the unknown, unmindful of its

in small groups, or proudly prancing through the huge crowd, displaying the gaudy finery of their tribal costumes.

A thundering roll of the symphony of the opening of this, the Fiftieth Year Golden Jubilee in tribute to their beloved Father Taelman.

It was a colorful celebration throughout, with the Mission Range towering in the background, thousands of whites intermingling with their red brothers, all paying homage to this wonderful old Catholic priest. These people have gathered to formally place one more name beside those of Ravalli and DeSmet; for to these tribesmen, their padre is a hero and a saint—

years has lived among them in self-sacrificing devotion.

It was the greatest celebration of the kind ever held in Montana, even surpassing the great Diamond Jubilee celebration held five years ago in observance of the erection of the historic mission, seventy-five years ago. A profusion of services, Indian performances, dances, exhibits, speechmaking, etc., marked the occasion, while from all the far flung reservations of the northwest, thousands of Indians came, representing every tribe of the Salish.

Under the warming rays of an Indian summer sun, the crowd filed into the little church—as many as could get in—to hear the Rev. Father S. J. Sullivan of Townsend deliver the sermon. He was assisted in the sanctuary by Monsignor Victor Day, vicar general of the Helena Diocese and Rev. Walter Fitzgerald of Helena. Flanking the altar, which for so many years has stood in front of the congregations seeking the religion of the "White Father," were huge bouquets of yellow roses, and suspended overhead was the number "50" in electric lights.

Father Taelman moved about among his flock and his guests with the serenity that comes of a long life devoted to good works—happy to be so greatly honored. At the opening of the festival he spoke his thanks and then introduced the speakers of the day, all of them high in the offices of the church.

Paying just tribute to Father Taelman, Rev. W. J. Fitzgerald said: "I am sure in Father Taelman we have a great missionary, great in his humility and his love for his people, and we want to pay tribute to this man who has labored fifty years to teach, preach and nurse these Indians. Great honor is due to the people of this tribe who have progressed so far under his teaching."

Indian chieftains from other missions and other tribes also paid tribute in their native tongues to the



The Church at St. Ignatius

dangers and caring not at all for their personal safety, in order that the native tribes of those mountain fastnesses might be taught the "true faith" and the arts of civilized life. They brought into the wilderness, seeds and plant life and showed the red men how to till the soil for a bigger and better harvest; by their medical skill they healed the sick; they chanted their prayers over the dead and brought aid and comfort to the suffering. In western Montana, the memories of two great missionaries are still honored, and the names of Ravalli and De Smet are part of the Montana legend.

Here and there in isolated spots in valley and upland, there still remains a quaint Indian village presided over by a faithful missionary who strives to keep up the traditions of his predecessors, and one of these is St. Ignatius, off among the Mission mountains. In the early fall of this year, Father Louis Taelman celebrated the fiftieth year of his service among the tribesmen of the Salish Nation; and in honor of the event a splendid jubilee festival was observed. On the day of the opening of the jubilee, the village of Saint Ignatius took on the appearance of a past day, with lodge poles thrown up against the blue of an Indian summer sky, countless Indian children scurrying about the grounds and their elders lingering

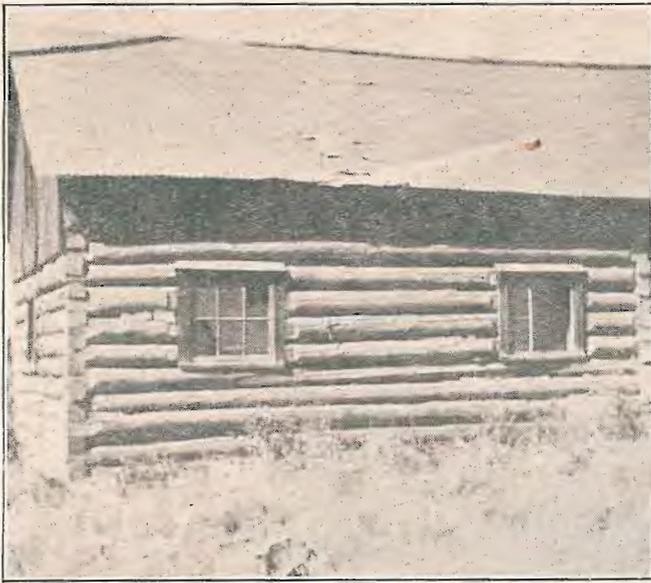


Father Taelman and Indian Chiefs

another builder of Montana history. He has toiled among them for fifty years, has seen generations come and go, and from far and near came the long procession of his followers eager, all of them, to do honor to their priest—their guide—who has taught them, preached to them, shown them the better way in all things, nursed them in their illnesses and who throughout the



Blackfoot Indians in Full Regalia at the Jubilee



The Oldest Building in St. Ignace—91 Years Old

Saint Ignace missionary and his great work; and high praise was also paid by Governor Cooney, who was present and made an impressive talk.

It was a memorable occasion for the little mission town and the good priest who for so long has presided over their destinies.

New High—Hiawatha

TRAVEL, long considered broadening, according to the adage, proved entertaining and profitable as well last month to Mrs. Carrie Johnson, charming 76-year-old matron, of South St. Paul.

Being the hundred thousandth paying passenger to travel on the HIAWATHA, she was the recipient of honors in the Chicago Union Station November 4th, immediately prior to the departure of the train that has set a new world's record for patronage.

Based on computation by the ticket auditor, passenger and publicity department, officials knew that the huge figure would be reached that day but purposely made no advance public announcement of the proposed program. A mechanical device recorded the number of passengers filing through the station gates and as the indicator reached the hundred thousand mark Mrs. Johnson was asked by General Passenger Agent W. B. Dixon to step out of line.

Upon being informed of the distinction befallen her she was confronted by a battery of newspaper cameras and the gracious lady, whose kindly acceptance of the situation won the quick approval of the huge crowd that had gathered at the sight of the numerous camera men ready for action, was awarded a fitted traveling case, a motion picture camera and other gifts presented by officials of the company in

appreciation of the reception the traveling public has accorded the new train which began service between Chicago-Milwaukee and St. Paul-Minneapolis only five months prior to the trip of the hundred thousandth paying passenger. Mr. L. M. Jones, Superintendent of Dining and Sleeping Cars, acted as Master of Ceremonies at the presentation program.

Mrs. Johnson, who had been visiting Mrs. John T. Lee of Chicago, and who was accompanied to the Hiawatha by her hostess, was also presented with a scroll commemorating the occasion and was the guest of honor en route at a ceremony that included distribution of souvenir cards to all passengers on board. On arrival at St. Paul she was further honored by members of a reception committee from South St. Paul, who had learned of the event through a press association dispatch that appeared in the newspapers there.

HIAWATHA FIRST FAVORITE

Still Running Away With the Show

COINCIDENTAL with the trip of Mrs. Carrie Johnson, one hundred thousandth revenue passenger on the famous HIAWATHA train, as a passenger on the same train was Mr. Harold L. Jones, of the Wells & Richardson Company of Burlington, Vermont, residence New York, who was making his 39th trip on that train.

Notables from foreign countries also, continue being its patrons. Among these: Mr. W. J. England, Superintendent of Operation; Mr. J. E. Sharpe, Divisional Superintendent; Mr. W. Marsh, Chief Mechanical Engineer and Mr. J. Blumenfeld Elliott, Ass't Traffic Manager of the Southern Railway of England, their headquarters being at Waterloo Station, London. Mr. Oscar Henschel, head of the largest locomotive works in Europe; the Baroness von Radowitz, and Mr. Hans von Gontaard, of the Henschel works, all of Kassel, Germany. Sir Cecil Leys, editor of the Aukland, New Zealand, Star; the Very Rev. Hewlett Johnson, dean of Canterbury Cathedral, England and Mr. Brian Dunningham, New Zealand.

Among prominent Americans using HIAWATHA were Mr. Leonard P. Steuart, Imperial Potentate of the Mystic Shrine and Hon. Frank B. Kellogg, former Secretary of State.

The "columnists" also take notice and give The Milwaukee Road's great train remarkable publicity. Said "Peg About Town" in her Minneapolis Tribune column:

"The speedline HIAWATHA (pride of The Milwaukee Road) can even reconcile one to the ending of a perfect vacation.



Left to right: L. M. Jones, Supt., S. & D. Cars; W. B. Dixon, G. P. A.; Mrs. Carrie Johnson; James Yahnke, Conductor

That's our humble verdict after HIAWATHA-ING to and from Chicago, vacation bound.

After a glorious luncheon in the handsome combination restaurant-buffet (roast chicken for fifty cents, Mr. Ripley) I wandered into the HIAWATHA rendezvous, not found on any other train. The Tip Top Room, the gayest, most delightfully appointed place imaginable, the luxury coaches (truly aptly named) the women's lounge, the exciting parlor cars, the speed, so smooth one is unconscious of it—yes, the HIAWATHA gave us new travel ideas. No extra fare, either."

The Social Editress of the Milwaukee Sentinel contributes this in her column of November 3rd:

"Thoughts While Riding on HIAWATHA: I came home on the famous Hiawatha, not only because I wanted to, but because I wanted to say that I had. We had hardly left Chicago before we seemed to be in Milwaukee."

And Mr. R. G. Wilcox of Baltimore: "Left Chicago on HIAWATHA and was amazed at the smooth running of the train, there being no backlash or side slap, and a minimum amount of noise. The speed was astounding and quite a thrill when we passed the southbound HIAWATHA as it seemed that it was just a dark spot momentarily in passing. Turning around to look after the other train, in just a few seconds the breach was amazing. When stops were made we did not get that vibrating sensation which has been so noticeable on other trains. When we started one had to look out the window to know that the train was really moving."

Mr. W. B. Tucker, Wheeling, West Va. wrote traveling passenger agent Wykoff, Pittsburgh, on October 15th, like this:

"Of course, when you told me of the many advantages of speed, comfort, elegance of appointment, etc., which I would enjoy if I took HIAWATHA. I was naturally under the impression that you were 'putting your best foot forward' as it were. But you really did not do that magnificent train full justice. I enjoyed a dinner on HIAWATHA which embraced everything from 'soup to nuts' in a car so elegant that one would be willing to pay a cover charge, and yet the price was just sixty-five cents! "

"Well, my dear Wykoff, I know this letter sounds like the fulsome praise of a patent medicine ad, but all I really wanted to do was to thank you and congratulate your company upon its HIAWATHA train, which is the last word in comfort and elegance at a minimum cost."

Miss Abigail Dyer Thompson, of the Leamington Hotel, Minneapolis, has this to say in a recent letter:

"On a recent trip from Chicago to Minneapolis, I came on your new HIAWATHA streamline train and I shall long remember the joy of this trip, for it seemed to me the highest perfection of travel comfort that could possibly be attained."

A clipping from The Milwaukee Journal, October 21st, is quoted below:

"Up goes another speed record for the steam railroad journey between Milwaukee and Chicago.

"The Milwaukee Road's streamline HIAWATHA has clipped off the 85 miles in 63 minutes, according to the news leaking out in railroad circles here Monday.

"In making the new mark, HIAWATHA pulled out of Milwaukee 11 minutes late. It rolled into Chicago one minute ahead of schedule.

"For 22 miles of the 'flight' the train hit a clip of 105 miles. For a large part of it, the average was 94 miles an hour."

Wisconsin and Iowa." These reindeer were imported by Waechter Brothers of Seattle and they will be put into teams of eight to a sleigh to scamper over the snows of Iowa and Wisconsin to thrill the hearts and gladden the eyes of the little folk who are looking forward to "seeing Santa Claus" in person; and he will this year be driving his own Dasher and Dancer and all the rest of them.

If We Are Successful We Must Be Good Neighbors

T. E. Thompson, Relief Agent.

THE dictionary gives two distinctly different definitions for the word "neighbor"—"One who dwells near another" and "One who lives on friendly terms with another." From the viewpoint of a small town railroad agent this writer believes the second definition of "neighbor" is the one which should fit us most aptly.

It is a well-known fact that the spirit of friendliness must prevail if we are to be successful in our work. It is to our friends that we wish a feeling of good will and fellowship, then it is to our friends that we go with our business problems, so therefore by being on real friendly and neighborly terms with each and every one in our local communities we raise ourselves in the esteem of our fellows in the community which in turn will bring in a real reward in good fellowship.

So by being a good neighbor we are going to be a credit to our community and to our employer.

Walter Scott wrote long ago: "The race of mankind would perish did they cease to aid each other."

No party or individual can live successfully alone; what happens to my neighbor affects me. Who is my neighbor? The one with whom there is mutual understanding provocative of peace and good will.

"I hear you've been operated on again. How many times does this make?" "Five. They're going to put on a swinging door next time."

Prepare for Santa Claus

Load His Reindeer in Seattle, Eastward Bound

A REINDEER rodeo was staged around the Milwaukee stockyards in Seattle recently when more than twenty very unruly reindeer from the famous Frank Williams herd in St. Michael, Alaska, were being loaded for transportation to the east.

A herder mounted on a horse, another riding in an automobile, and four on foot, spent the greater part of the afternoon chasing the herd around the pens trying to load them into a Milwaukee Road box car en route to Wisconsin and Iowa where they are destined to pull Santa Claus sleighs this Christmas season.

Frisking and stampeding on a twenty acre field, they were having the time of their young lives. Roping the recreant reindeer, one by one, would tax the ability of the best of the western cow boys.

A reporter for the Seattle Sun, in quest of "news" visited the yards of the Milwaukee Road to see how reindeer "took to" the idea of riding the rails. He found out, and reported as follows: "Santa will have to be a broncho buster, a bull-dogger and Frank Buck all in one. A reindeer is something that looks nice on Christmas cards. In the flesh he's something to keep away from—far, far away with high fences between. When a reindeer lowers his head at you,

shakes a wicked flock of horns which resemble a regiment of bayonets and snorts and paws the earth with a sharp forefoot, it doesn't mean Christmas is coming. It means trouble is coming. Battery and assault on the loose. Santa may come down chimneys, but he has nothing on the writer who went up a high fence and down the other side in less time than it takes lightning to strike, in order to avoid a painful front-to-rear attack from a reindeer—yea, one of Santa's reindeers.

"When it came time to load them in a Milwaukee freight car for shipment to the middlewest, it took men and horses and autos and a lot of courage and endurance to corral the critters. After hours of careful and agile maneuvering the men finally managed to load the reindeer and get them on their way to



He Means Trouble

Bits of History

The Early Railroads of the Midwest

Compiled by F. H. Johnson

Minnesota

THE Minneapolis & Cedar Valley Railroad Company, incorporated on March 1, 1856, was the first predecessor company of the Milwaukee Railroad in Minnesota. It was formed to build a railroad from the Iowa State line near Cedar River through the Straight River Valley to Minneapolis. About \$600,000 was expended for grading and masonry work between Minneapolis and Faribault.

Minneapolis, Faribault & Cedar Valley Railroad Company, incorporated March 10, 1862, succeeded to all the rights and property granted by Minnesota to the Minneapolis & Cedar Valley Railroad Company. The name was changed to Minnesota Central Railway Company under special act of February 1, 1864.

The latter company built from Mendota to Westcott (now Radio Center) in 1864; Mendota to Minneapolis and Westcott to Faribault in 1865; Faribault to Owatonna and Mendota to St. Paul in 1866.

About 5 miles of the line Mendota to

St. Paul, including the bridge over the Mississippi River, were jointly constructed and owned under agreement dated February 3, 1866, with the Minnesota Valley Railroad Company—now part of the Chicago, St. Paul, Minneapolis & Omaha Railway Company.

The line Owatonna to Cresco, Iowa, was built by the Milwaukee & St. Paul Railway Company in 1867, in which year through service was established between Milwaukee and the Twin Cities via Prairie du Chien, Cresco, Austin, Faribault and Mendota. At that time the line of another Railroad was used between Chicago and Milwaukee.

The Milwaukee Road's train, "The Pioneer Limited," running between Chicago and the Twin Cities, was so named because this road was the first to provide service between those cities.

The second line of the present Milwaukee Road in Minnesota had its inception with the incorporation May 22, 1857, of the Minnesota & Pacific Railroad Company to build from Stillwater via St. Paul and Minneapolis to a point at the foot of Big Stone Lake, with a

branch via St. Cloud and Crow Wing to the navigable waters of the Red River of the North, and with another branch from Winona to St. Paul. This Company did considerable grading in 1858 and 1859 but no part of the line was completed.

The Act of Minnesota of March 10, 1862, conferred on The St. Paul & Pacific Railroad Company all rights and grants of the foreclosed Minnesota & Pacific Railroad Company acquired by the State. The name of the line St. Paul to Winona was changed to The St. Paul & Chicago Railway Company at the Directors' Meeting held March 19, 1867.

The latter company built from St. Paul to Hastings by December, 1869; Hastings to Red Wing by May, 1870; Winona to Weaver in 1870; Red Wing to Weaver in 1871; Winona to Bridge Jct. by December, 1872.

This road was conveyed to the Milwaukee & St. Paul Railway Company on January 3, 1872.

This line connected the Twin Cities with Milwaukee and Chicago via LaCrosse and Portage and became the main line of the Milwaukee Road between these termini.

The present short line between St. Paul and Minneapolis, including the Mississippi River bridge was completed in 1880 by the Chicago Milwaukee & St. Paul Ry. Co.

Total population of Minnesota at latest census was 2,563,953. Population in cities and villages was 1,389,113, of which 75 per cent is served by the Milwaukee Road.

First Construction in Minnesota by Other Railroad Companies

Great Northern Railway Co.—St. Paul & Pacific R. R. built St. Paul to St. Anthony (now Minneapolis). Grading started in 1858 by Minnesota & Pacific R. R. Co., but shortly suspended and in 1862 St. P. & P. R. R. incorporated. Line completed and operation begun on June 8, 1862. Line extended to Elk River, Minn., in 1864.

Chicago & North Western R. R. Co.—Winona & St. Peter R. R. built Winona to Rochester in 1864.

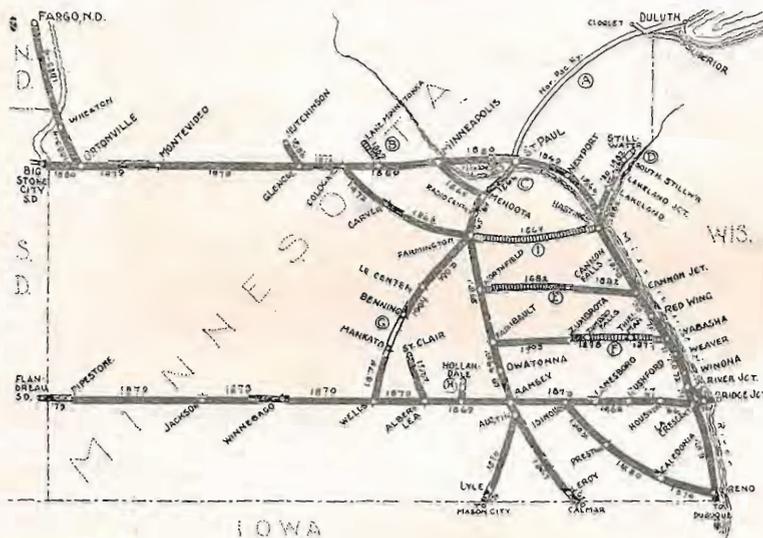
Northern Pacific Railroad Co.—Construction started at Carlton, Minn., in June, 1870, reaching Brainerd, Minn., the first year.

The Minneapolis & St. Louis R. R. Co.—The Minnesota Western Railroad Company was incorporated in the Territory of Minnesota March 3, 1853. The name was changed May 26, 1870, to Minneapolis & St. Louis Railway Company, which built a railroad from Minneapolis to Merriam Junction in 1870 and 1871.

Chicago Great Western Railway Co.—Minnesota Central Railway completed construction Red Wing to Waterville September, 1882.

Chicago, Rock Island & Pacific Railway Co.—Cedar Rapids, Iowa Falls & North Western Railway built Lake Park, Iowa, to Worthington, Minn., in 1882.

(Continued on page 9)



Not drawn to scale —

Figures indicate year in which line was completed —

— Indicates trackage rights over another railroad —
 — track owned jointly with — — —
 — track abandoned or taken up — — —

EXPLANATION OF REFERENCES ON MAP

- A—St. Paul-Duluth and Superior, 180.60 miles, trackage rights over Northern Pacific Ry. since Oct. 1, 1900. Used by Milwaukee Road for freight service only.
- B—Hopkins-Lake Minnetonka, 7.29 miles, track taken up in September, 1932.
- C—Mendota-St. Paul, about 5 miles of this line, including bridge over Mississippi River, joint with C. St. P. M. & O. Ry. Built jointly in 1866.
- D—South Stillwater-Stillwater. In 1904 C. M. & St. P. Ry. secured trackage rights over 2.16 miles of track of the C. St. P. M. & O. Ry. and abandoned its track between those points.
- E—Northfield-Cannon Falls, 12.87 miles, abandoned December, 1918.

- F—Zumbro Falls-Thielman, 21.5 miles, taken up in May, 1934.
- Thielman to Wabasha, 13.9 miles, taken up in June, 1934.
- G—Benning-Mankato, 3.13 miles, trackage rights over Chicago Great Western R. R. and 1.10 miles joint track with same company in Mankato, effective Dec. 1, 1902.
- H—Hollandale Line. Trackage rights over 2.37 miles of C. R. I. & P. Ry. track in Hollandale and Maple Island, effective Oct. 1, 1926. Leased to C. R. I. & P. Ry. a portion of C. M. & St. P. Ry. track in Hollandale, effective Sept. 7, 1928.
- I—Hastings-Farmington, 17.67 miles. Discontinued operation February, 1938.

Morris Grant Murray

ON NOVEMBER 8th, at Providence Hospital, Seattle, Wash., occurred the death, after a long and painful illness, of Morris Grant Murray, division freight and passenger agent of this company at Butte, Montana, in the fiftieth year of his age.

Mr. Murray entered the service of this company as stenographer in the office of the division superintendent at Mason City, Iowa, in 1906, since which time he had remained continuously in Milwaukee Road service. In 1908 he went to Butte as chief clerk to the division freight and passenger agent, and had occupied various positions in the traffic department until his appointment in 1926 as division freight and passenger agent at Butte, which position he held until his passing.

Mr. Murray was a popular and able official—was prominently identified with the civic life of the city of Butte, being a member of the various organizations devoted to public advancement, notably the Kiwanis and the Butte Chamber of Commerce. He was held in high esteem by his employers and his passing is mourned by a wide circle of friends.

He is survived by his widow and one brother and his wife, who accompanied the remains to Mason City, Iowa, where the interment took place. The sympathy of his many friends of The Milwaukee Road is tendered the surviving relatives.

Thomas McGee

ON September 22nd, at his home in Madison, S. D., occurred the death of Roadmaster Thomas McGee, veteran in Milwaukee service.

Mr. McGee entered the employ of The Milwaukee Road in 1882, working on the section at Chandler, Minn. He was promoted to section foreman at Forestburg, S. D., one year later. He served in this capacity at various places until 1898 when he received the appointment of Roadmaster, with headquarters at Madison, which position he held until the time of his passing.

Mr. McGee was one of the pioneer railroad men who assisted in blazing the trail for the Coast extension, working with surveying crews and locating gravel pits along the route. He also supervised laying of steel on the Madison to Renner line, built in 1906.

Mr. McGee invented and perfected a railway weed mowing machine which is in use on the Milwaukee as well as on many other railroads.

Some "Talking Points" for Railroad Men

THE extent to which steamship operators engaged in intercoastal trade between the Atlantic and Pacific have been encouraged by the federal government through the use of federal funds and ships provided with public money is indicated in the report of J. B. Eastman, Federal Co-ordinator of Transportation. "Of the 206 steamers owned by the respondents and used in the intercoastal trade," the Co-ordinator states, "120 were procured from the Shipping Board on long term purchase agreements. In one case during the early twenties, a line operated under allocation tonnage owned by the Shipping Board, thereby putting the Shipping Board in the intercoastal business. This company went into bankruptcy and the service was withdrawn. However, new lines were formed and purchased their tonnage from the Shipping Board at progressively lower rates. In the last 10 years one company in the group has built two ships with its own funds, and two other companies have built a total of 7 ships, of the passenger and freight type, through the aid of a Shipping Board construction loan." It is largely these steamship lines, employing facilities provided for them at public expense, that proclaim most vociferously against modification of the long and short haul clause of the Interstate Commerce Act that will permit the railroads

the freedom of initiative in establishment of competitive rates on transcontinental traffic which the steamships enjoy. Largely equipped by the public, they likewise insist that the railroads be bound by law through rate restrictions that will preserve to the steamship lines a monopoly of all the transcontinental traffic they chose to seek.

In his report with respect to intercoastal steamship operations the Federal Co-ordinator of Transportation states that steamship "rates are made with relation to rail rates and other competitive conditions." Yet in their continued opposition to the Pettengill long and short haul rate bill the steamship operators demand that the railroads be restrained by law from making transcontinental rates "with relation to steamship rates and other competitive conditions," for the purpose of regaining traffic in which the steamship lines now have a practical monopoly.

Harry A. Volz of Louisville, Ky., head of a large grain and elevator company, made some very positive and interesting statements in testifying before the Senate Committee on Interstate Commerce, to the effect that the savings in barge line transportation rates under rail levels are absorbed by the grain handlers and dealers and therefore do not accrue to the advance-
(Continued on page 29)

Shipment of Huge Gasoline Cracking Vessels

THE picture above shows the largest one of a shipment of Gasoline Cracking Vessels made from the factory of A. O. Smith Corporation in Milwaukee, going via The Milwaukee Road and connections to the eastern seaboard, destined to South American points.

The vessel shown was loaded on three flat cars; the extreme height of this shipment was 16 feet, 11¼ inches, width 13 feet 4 inches, and the length 93 feet 1¼ inches. Net weight, without blocking and allowance was 303,500 lbs.

Another similar unit, part of the same shipment

(not shown), had an extreme height of 15 feet 4 inches; width, 11 feet 6 inches; height, 17 feet 1 inch. And a third, with extreme height 17 feet 4 inches; width, 13 feet 3 inches. The two latter were loaded on two flats and one flat, respectively.

The Smith Corporation a few weeks ago purchased 2,100 tons of steel for use in making pressure stills, the manufacture of which will provide for enlargement of their business with consequent increase in employment.



The Largest Gasoline Cracking Still

Bits of History

Continued from Page 7

Wisconsin Central Railway Co.—St. Paul & St. Croix R. R. Co. built Carnelian Junction to St. Paul in 1883.

Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.—The Minneapolis & Pacific Railway Co. built Minneapolis to Tenny in 1886.

Chicago, Burlington & Quincy R. R. Co.—Chicago, Burlington & Northern Ry. Co. line to St. Paul from south boundary of Wisconsin placed in operation August 23, 1886.

Illinois Central System—Cherokee & Dakota R. R. opened for operation February 2, 1888, the line Cherokee to Sioux Falls.

South Dakota

THE first section of railroad built in what is now South Dakota by a predecessor company of the present Milwaukee Road was the thirty-mile stretch between Sioux City, Iowa, and Vermillion, D. T., laid in 1872 by the Dakota Southern Railroad Company, incorporated March 17, 1871, under the General Laws of the Territory of Dakota. This line was extended to Yankton in 1873 by the same company.

The Sioux City & Pembina Railway Company, incorporated September 8, 1870, built from Elk Point, D. T., to Calliope, Iowa, by 1876 and to Sioux Falls by 1878. This company was consolidated with the Dakota Southern Railroad Company October 28, 1879, under the name of the Sioux City & Dakota R. R. Co., which was acquired by the Chicago, Milwaukee & St. Paul Railway Company on February 22, 1881.

Special Act of Minnesota Territory February 20, 1857, authorized construction of a line from Hastings, Minnesota, to the Minnesota River and thence to the Mississippi River, also a branch to Stillwater and one through the Red River Valley. By Special Act of March 3, 1866, the route was changed to pass through Glencoe and Redwood Falls.

Under this Act the Hastings, Minnesota, River and Red River of the North Railroad Company was incorporated. It was organized August 2, 1866, but built no railroad. On March 5, 1867, name was changed to Hastings & Dakota Railway Company.

Latter company constructed the line to Ortonville, Minn., between 1867 and 1879. Chicago, Milwaukee & St. Paul Railway Company built Ortonville to Bristol, S. D., in 1880, Bristol to Aberdeen in 1881; to Glenham and Evarts by 1900, and Mobridge in 1906. The Chicago, Milwaukee & St. Paul Ry. Co. of South Dakota, incorporated August 13, 1906, built from the Missouri River to North Dakota State Line in 1908.

The line from Aberdeen to Yankton was constructed by the Chicago, Milwaukee & St. Paul Railway Company between 1881 and 1886, and Sioux City to Manilla, Iowa, in 1886-87, connecting with the main Chicago-Council Bluffs line which was completed in 1882.

First service between Dakota Terri-

tory and the east over Milwaukee Road predecessor lines was opened to Prairie du Chien, Wis., by 1857, to Calmar, Iowa, by 1865, Algona by 1870, and Canton, D. T., by 1879, there connecting with the Sioux City & Pembina Railway.

From Canton the Chicago, Milwaukee & St. Paul Railway built westerly to Marion Junction in 1879; to Mitchell in 1880; to Chamberlain, D. T., in 1881. The White River Valley Railway Company (acquired by the Chicago, Milwaukee & St. Paul Railway Company April 18, 1910) built Chamberlain to Presho in 1905, to Murdo Mackenzie in 1906; to Rapid City by July 29, 1907.

The line from Milwaukee via LaCrosse, Wis., Austin, Wells and Jackson, Minn., was built from Winnebago, Minn., across the State Line to Flandreau, D. T., in 1878-79 by The Southern Minnesota Railway Extension Company, incorporated January 17, 1878, to construct the uncompleted portion of the Southern Minnesota Railway Company.

Chicago, Milwaukee & St. Paul Railway Company built Flandreau to Madison in 1880, to Howard in 1881, to Woonsocket in 1883, to Wessington Springs in 1903.

Lines Moreau Junction to Isabel and Dupree were built in 1910 and to Faith in 1911 by the Chicago, Milwaukee & Puget Sound Ry. Co.

Time of construction of other sections of Milwaukee Road lines in South Dakota is shown on the map.

The total population of South Dakota at latest census was 692,849. Population of cities and villages was 329,640, of which 46 per cent are served by the Milwaukee Road, which operates more than 40 per cent of the railroad mileage in that state.

First Construction in South Dakota by Other Railroad Companies

Chicago & North Western Ry. Co.—Winona & St. Peter R. R. Co., built New Ulm, Minn., to Watertown, S. D., in 1873.

Minneapolis & St. Louis R. R. Co.—The Minnesota Central Railroad Co., incorporated in Minnesota, May 23, 1857, changed its name August 10, 1883, to the Wisconsin, Minnesota & Pacific Railway Company, which constructed the railroad from Minnesota-South Dakota state line to Watertown in 1884.

Great Northern Railway Co.—St. Paul, Minneapolis & Manitoba Ry. Co., built for the Aberdeen, Fergus Falls & Pierre R. R. Co., the line Rutland Jct., N. D., to Aberdeen, S. D., in 1886.

Chicago, Rock Island & Pacific Ry. Co.—Cedar Rapids, Iowa Falls & Northwestern Ry., built from Ellsworth, Minn., to Sioux Falls, S. D., in 1886.

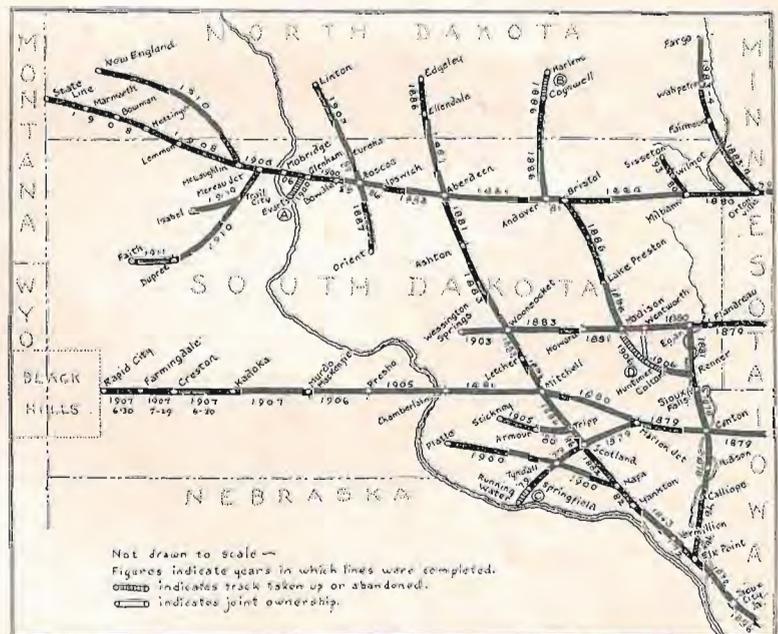
Illinois Central System—Cherokee & Dakota R. R., built into Sioux Falls, S. D. Line opened for operation February 2, 1888.

Chicago, Burlington & Quincy R. R. Co.—Line between Nebraska-South Dakota state line to Wyoming-South Dakota state line, built under name of the Grand Island and Wyoming Central R. R. Co. in year 1889.

Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.—M. St. P. & S. S. M. Ry. Co., built Madra to Pollock in 1901.

North Dakota

THE first construction in North Dakota by a predecessor company of the Milwaukee Road was started at Fargo in the Fall of 1883 by the Fargo & Southern Railway Company, incorporated June 20, 1881, in Dakota Territory.



- 3-31-35
 A—Glenham to Evarts, S. D., 11.72 miles, abandoned in 1909.
 B—Cogswell to Harlem, N. D., 5.11 miles, abandoned in November, 1923.
 C—Springfield to Running Water, S. D., 6.57 miles, abandoned in May, 1980.
 D—Colton to Madison, S. D. Arrangements

under way (July, 1935) to abandon 2.8 miles track between Colton and a point near Huntimer and 13.5 miles of track from a point about 3 miles north of Huntimer to Madison. Remaining section to be used, in connection with Great Northern Ry. track Colton to Huntimer and from 3 miles north thereof to Wentworth, under joint ownership.

Fargo & St. Louis Air Line Railroad Company was incorporated in Minnesota July 9, 1883, to construct a part of the line in that state. This company did no construction work and was acquired September 10, 1883, by the Fargo & Southern Railway Company, which was taken over by the Chicago, Milwaukee & St. Paul Railway Company June 16, 1885. Line between Ortonville, Minn., and Fargo was completed in 1884.

That portion of the main line to the north coast lying in North Dakota was built in 1908 by the Chicago, Milwaukee & St. Paul Railway Company of South Dakota, which was conveyed December 26, 1908, to the Chicago, Milwaukee & St. Paul Railway Company of Washington. Further conveyance of property in North Dakota was made May 11, 1911, to the Chicago, Milwaukee & Puget Sound Railway Company.

The New England branch was built in 1910 by the Chicago, Milwaukee & Puget Sound Railway Company.

Branch line Andover to Harlem was built in 1886 by the Dakota & Great Southern Railway Company, incorpo-

rated July 30, 1883, to build from the Sioux River to Grand Forks. Conveyed to Chicago, Milwaukee & St. Paul Ry. Co. October 1, 1886.

Branch Aberdeen to Ellendale was built in 1881 and to Edgeley in 1886 by the Chicago, Milwaukee & St. Paul Ry. Co. and line Eureka to Linton was built in 1903 by the same company.

First Construction in North Dakota by Other Railroad Companies

Great Northern Railway Co.—St. Paul, Minneapolis & Manitoba Ry. Co.; 6.5 miles east of Mallory, Minn., to 1 mile west of Grand Forks, N. D., completed in 1879.

Northern Pacific Railway Co.—Minnesota line to Fargo completed June 8, 1872. To Bismarck June 3, 1873, and to Montana line May, 1881.

Chicago & North Western Ry. Co.—Dakota Central Railway Co. built Columbia, S. D., to Oakes, N. D., in 1886.

Minneapolis, St. Paul & Sault Ste. Marie Railway Co.—The Minneapolis & Pacific Railway Co. built Fairmount to Lidgerwood in 1886 and to Boynton in 1887.

COLUMBIA VALLEY GARDENS

Longview Rural Rehabilitation Project Completed

COLUMBIA Valley gardens, just outside the city of Longview, Washington, is now completed. It is the sixteenth subsistence homestead project to be built for part-time employes through funds supplied by the Rural Resettlement Administration.

In all, 60 homes of four, five and six rooms each have been built on plots of productive soil 2.07 acres in size. Six types of architecture were used in the construction of the homes and most any color of paint job so that the community of homes does not have the least appearance of the usual factory settlement or mining village.

On October 27, Columbia Valley Gardens was officially completed and dedicated. At once 53 selected families began moving into their new homes. The head of each family is an employed worker who will supplement his cash income by the production from his 2.07 acreage. Fruits, nuts, garden truck, poultry and a cow will help keep the wolf from the door and give employment for many a spare hour not needed on the nearby lumber mills.

The families were selected from a group of over 450 applicants. They had to be able to show that they had annual incomes of at least \$720.00 per year. Out of this they must pay the government for the homes into which they move at the rate of \$12.50 per month. The average cost of the 60 homes was \$2,900.

The families are all men and women who know agriculture and believe that a garden, some fruit, hens and a cow help to remove the shocks caused by unemployed days. They all know how to work and are willing to help themselves now that Uncle Sam has provided them with the start and necessary tools.

Stentorian Brakeman Doomed

RAILROADS have gone in for the abatement of the noise nuisance with a vengeance.

Along with the introduction of noiseless locomotives, axles with quiet roller bearings and air-conditioned coaches whose windows are sealed to keep out sound as well as dust, we now offer the muted trainman.

An order recently issued by the Milwaukee Road forbids announcing stations in coaches at night. Instead, conductors and brakemen must tiptoe through the cars and whisper gently to passengers nearing their destination that it's time to get off and to please remember the parcels.

The traveling public will probably miss these sonorous shouts even though they didn't always understand the announcements.

Celebrated Their Golden Wedding

Lillian Rose

MR. and Mrs. John H. Miller, 2211 Cypress St., Sioux City, celebrated their golden wedding anniversary, Sunday, Nov. 3. Two hundred fifty relatives and friends availed themselves of this golden opportunity. The grandchildren and great-grandchildren entertained the guests with a varied and interesting program of singing, tap-dancing and readings. A German band from Morningside college furnished music during the evening for the dancing. Sons and daughters of Mr. and Mrs. Miller were hosts and hostesses of the day.

Fifty years ago, in the Warnitz Lutheran church in Schleswig-Holstein, blue-eyed, demure little Anna Jorgensen, clad in her black bridal gown, became—and it seemed to her so quickly—Mrs. "Johann Müller." As they left the altar she slipped her hand in her Johann's, and with a look of trust in her eyes confidently walked from the church and started on a journey of fifty years. (If you think it quite a long time to live with the same person—ask either one of them.) During the next five years Johann worked on a farm. Trying to get ahead. Gradually he became America conscious. It took some time to persuade his Anna, who by that time was busy enough with three little ones. With a few prized possessions besides the babies, they embarked on a river boat down the Kaiser Wilhelm canal—now the Kiel—to the Brunsbutte. There, they transferred to an ocean steambot and crossed the Atlantic in nine days. Johann had a very seasick wife and three dreadfully homesick children, which kept him busy during that voyage. But in his



Mr. and Mrs. Miller

heart, he knew the United States lay at the foot of the rainbow and his courage never wavered.

Seven other children were born to Mr. and Mrs. Miller in this country. They are Mrs. Kate Thrapp of Manilla, Henry Miller of Mitchell, Arthur Miller of Mapleton, Edward Miller of Hornick, Mesdames Annie Anderson, Emma Cooley, Mathea Wendorff, Stella Nelson, Mena Rathbun and Amanda Blade of Sioux City. All of them were present at the golden anniversary.

Mr. Miller is a section foreman of the Milwaukee. He has been in the service forty-three years.

The golden bridal couple were the recipients of many lovely gifts. And they cherish very highly a telegram of congratulation which they received from Mr. R. F. Doud, Supt. of the division.

Captain of the Home Team

"Jack was the goal of my ambition, but alas!"

"What happened, dear?"

"Father kicked the goal." — Boston Transcript.

Papa: "Now, Bobby, if you only had a little more spunk you would stand better in your class. Now, do you know what spunk is?" Bobby: "Yes, sir. It's the past participle of spank."

The Agricultural and Colonization Department

NEW RESETTLEMENT PROJECT

Proposed for the Kittitas Valley
MOVING 75 families to irrigated land in the western end of the Kittitas Valley is now more than merely just a plan. When completed this resettlement project will consist of 75 separate farm units averaging about 60 acres each.

The idea has several birth rights, but fortunately immediately grew into a community project that has enlisted the united efforts of civic bodies, business men, welfare workers, governmental bodies and generally all interested citizens, from Cle Elum to Easton, Washington, inclusive.

The proposal is to fully develop into farms some 4,600 acres of irrigated lands adjacent to the high line irrigation canal in western Kittitas County. The lands are nearly all clasified as number one and two farm lands. They are generally covered with second growth timber. They are irrigable, productive, well located and have all public improvements such as roads, schools, etc.

Farmers living in the neighborhood on lands no better in character and topography, have demonstrated that the area is especially suited to general farming with several possibilities that special cash crops such as berries and filberts may be profitably grown. There are good markets and splendid transportation at hand.

Irrigation water may be taken from the High Line canal of the Kittitas Division of the Yakima Project at small expense. Engineers report that there is no difficult economic or engineering problem that must be solved.

In the nearby towns and cities there are enough families ready and willing to move on to these farm units as soon as they are made ready. These families are largely ex-miners who are thoroughly acquainted with local conditions, have had previous farm experience and do have the necessary initiative to make good.

This Resettlement project will require local and federal cooperation which has been begun. Proposed work relief camps to clear the land of timber and stumps are awaiting the one word "go" from an official government starter.

SIX NEW PROJECTS

To Irrigate More Montana Lands

NEW irrigation projects have been approved by the Public Works Administration and the State Water Conservation Board on six Milwaukee-Conserved areas in the state of Montana. These projects will add several thousand acres of land to the irrigated areas of the state, helping materially to further stabilize the livestock industry, diversify farm income and increase the property valuation of the lands so improved.

The Valentine Project east of Roy and north of Winnett is now under construction. It will furnish irrigation waters for 750 acres. The lands irrigated will largely be used to produce alfalfa hay and seed. The reservoir will serve as a dependable supply of stock waters for nearby grazing districts and for livestock being trailed to Roy and Winnett for rail shipment.

The Willow Creek project, west of Willow Creek, Montana, in Madison and Gallatin counties, will cost \$240,000.00. It will furnish a supplementary supply of water for 10,425 acres of land now inadequately irrigated but under ditch. In addition there will be a surplus of stored water sufficient to irrigate from 2,000 to 3,000 more acres in the area not now under ditch.

The chief crop produced on this land will be hay to be used for wintering and otherwise feeding livestock. A minor acreage will be devoted to home gardens. There may be a considerable acreage of potatoes and other cash crops raised on this project in later years when the hazards of irrigated farming are removed by providing a dependable, adequate, all-season water supply.

The North Fork of Smith River project is near White Sulphur, Montana in Meagher County. It will cost \$260,000.00. It will furnish an additional dependable water supply for 9,000 acres now under ditch as well as a surplus

for 2,000 extra irrigable acres in the territory.

This irrigation project will be almost entirely used to produce feed for wintering livestock. In recent years livestock feed has been greatly curtailed which has seriously reduced livestock numbers. The project will help stabilize the ranch business of the area to normal annual numbers. It is likely that eventually some of this irrigated land will be used to produce commercial cash crops.

The fourth project of the six, South Willow Creek, is located north of Roundup in Musselshell County. It will cost \$62,852.00. Its construction is contingent upon meeting some further requirements of the Public Works Administration and the State Water Conservation Board.

It will furnish a water supply for 3,750 acres, most of which is in feed crops at the present time; and in addition, about 3,000 more acres that can be irrigated and cropped.

This project will be used entirely to raise alfalfa and other feed for livestock and perhaps some alfalfa seed. It will be a big factor in stabilizing the livestock industry in that territory.

About 12 miles west of our line Harlowton to Lewistown in the Judith Basin is the Ackley Lake Project. The project is estimated to cost about \$80,000.00. It will impound 5,266 acre feet of flood waters to be used as needed on 5,000 acres of land now under ditch in the Judith River bottoms.

The purpose of this project is to help ranchmen adequately supply their herds and flocks with winter feeds. No doubt, some of the irrigated lands will be used for gardens and at a future date for the production of cash crops.

In Granite County near our station of Drummond, Montana is the Flint Creek Project. Its construction is contingent upon meeting further requirements of the Public Works Administration though \$500,000.00 has been allotted to cover cost of construction.

This project when completed will supply water for 34,000 acres of irrigable lands, 20,000 of which is now under ditch and 14,000 acres that can and will be irrigated when the project is completed.

The principal crop of the territory is hay to support the ranch industry, though sugar beets, seed peas and other cash crops can be successfully grown.

All the six foregoing projects will impound and store flood and other surplus water to be used during the growing season.



View of some of the 4,500 acres which will be irrigated and developed into farms near Cle Elum, Washington. Note the contour, the evident ease of clearing and the general suitability for irrigation



SAID TO BE HUMOROUS



"Just a Few of the Kicks"

Getting out this magazine is no picnic. If we print jokes, people say we are silly. If we don't, they say we are too serious. If we clip things from other magazines, we are too lazy to write them ourselves. If we don't we are stuck on our own stuff. If we stick close to the job all day, we ought to be out hustling news. If we do get out and try to hustle, we ought to be on the job in the office. If we don't print contributions, we don't appreciate true genius; and if we print them, the magazine is filled with junk. If we make a change in the other fellow's write-up, we are too critical. If we don't we are asleep. Now, like as not, some guy will say we swiped this from some other magazine.

WE DID!

A Study in Bugs

Professor: "Name the five most common bugs."
Student: "June, tumble, lady, bed, and hum."

The Cupboard Was Bare

First Moth: "What's the matter, Charlie? You look starved."
Second Moth: "No wonder! I just spent the week-end at a nudist camp."

No Doubt About It

Teacher (having size in mind): "What's the difference between an elephant and a flea?"
Tommy: "Well, for one thing, an elephant can have fleas, but a flea can't have elephants."

Billboards

I think that I shall never see
A billboard lovely as a tree.
Perhaps, unless the billboards fall,
I'll never see a tree at all.

—Daily Bulletin.

Dumb Trees

Sonny sat on the lower step, his face resting in two chubby hands.
"What's the matter, Sonny?" asked a gentleman.
"Nothin'. just thinkin'," replied Sonny.
"What about?"
"Thinkin' how dumb trees are to take off their clothes in winter an' put 'em on in summer."

A Canny Telegram

A Scotchman had to send an urgent telegram and not wishing to spend more money than necessary wrote like this:
"Bruises hurt erased afford erected analysis hurt too infectious dead." (ten words.)
The Scotchman who received it immediately decoded it as: "Bruce is hurt. He raced a Ford. He wrecked it, and Alice is hurt, too. In fact, she's dead." (Nineteen words.)

Cause and Effect

A famous beauty specialist says that not one woman in ten could pass a beauty test. As a result, not one woman in ten can pass a beauty parlor.

Oh, Aunty?

Tommy "Mother, let me go to the zoo to see the monkey."
Mother "Why, Tommy, what an idea! Imagine wanting to go to see the monkeys when your Aunt Betsy's here!"

Education or . . .

"Was your father a college man?"
"Yes, but we never mention it. The college he went to had a rotten football team."

Small Cause for Joy

"Sam Hoskins accidentally shot himself while hunting. One of the wounds is fatal, but his friends are glad to hear that the other one is not serious."—Ex.

Where's Sister?

Jack and Jill were twins. The two youngsters were told by their parents that they were old enough to say "Father" and "Mother" instead of "Daddy" and "Mummy." They failed to obey so the father bought two terriers, telling the twins that their names were "Daddy" and "Mummy" and this worked out very well indeed.

Later, however, friends came for a long delayed visit and not seeing the parents asked young Jack where his Daddy and Mummy were. "Oh," replied the youngster, "Daddy is sleeping with the nurse and Mummy is in the cellar having little ones."

The Unswatted Fly

A lonesome fly got in our house
One day not long ago.
The family armed itself at once
And started for the foe.

Potato mashers, frying pans,
And baseball bats we got,
And broomsticks, and we started in
With might and main to swat.

We smashed three good-sized mirrors,
Knocked down the chandelier,
We broke an antique heirloom vase,
And wrecked the jardiniere.

It seems a shame to stop and think
What father's got to buy;
We swatted everything we could,
But failed to swat the fly. —Grit.

"I understand," said a young woman to another, "that at your church you are having such small congregations. Is that so?"

"Yes," answered the other girl, "so small that every time the rector says 'Dearly Beloved,' you feel as if you had received a proposal."

Beggar—"Have you got enough money for a cup o' coffee?"

Student—"Oh, I'll manage somehow, thank you."

Fifty-Fifty

A Scotsman was strolling along the quay one day, when his dog stopped beside a basketful of live lobsters. Instantly one of the lobsters snapped its claws on the dog's tail, and the surprised collie dashed off down the street, yelping.

The fishmonger for a moment was speechless with indignation, then, turning to his prospective customer, he bawled: "Mon, mon, whustel to yer dog! Whustel to yer dog."

"Hoot, mon," returned the other, complacently. "Whustel to your lobster!"—Lindsay Post.

Only Himself to Blame

"I suppose at the efficiency expert's wedding you didn't do anything so wasteful as throwing rice."

"Oh, yes we did; but as a concession to his teaching we had the rice done up in cotton bags, each missile weighing two pounds."—Rocky Mountain News.

Teacher—"If a number of cattle is called a herd and a number of sheep is called a flock, what would a number of camels be called?"

Little Johnny—"A carton."

One Bridge Fiend: "Does your husband kick about getting his dinner so late?"

Other B. F.: "No, he just kicks about having to get it."

First Mosquito: "Why are you making such a fuss?"

Second Mosquito: "Whoopee! I just passed the screen test."

"Brother Jones," said the deacon, "can't you all donate some small contribution to de fund for fencing in the cullud cemetery?"

"I dunno as I can," replied Brother Jones. "I don't see no use in a fence around a cemetery. You see, dem what's in there can't get out, and dem what's out sho' doan wanta get in."

A Hebrew and a Scotchman had a collision. They both got out of their cars and for a few minutes the argument waxed hot. Then the Jew said:

"Can't we fix this thing up? Here, take a drink," and he handed the Scotchman a flask.

The Scotchman accepted and downed a man's size drink at one gulp.

"Have another," said the Jew. The Scotchman drank the second and a third.

When the liquor was all consumed, the Jew called a policeman.

"Here, officer," he cried, "this fellow smashed into me. He's drunk. Just smell his breath."

Spilling salt may be bad luck, but spilling the beans is more dangerous.

Pay as you go, go slow and you will go far.

Men watch the clock most when sleeping on the job.

"Lady: "How do you like the bathing suit, sailor?"

Jolly Tar: "It's Okay. But I really think you should show a little more discretion, sweet thing."

Same gal: "My gosh, some of you sailors are never satisfied."

Country-bred Maid: "But, sir, why do you write so much?"

Employer: "I am an author—I write novels."

Maid: "Fancy taking all that trouble when you can buy a novel for six pence!"

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Miles City Chapter

Mrs. Clare Spear, Historian

MILES CITY, Chapter held its regular monthly meeting on the evening of Nov. 4th with 25 members present. Reports of the various committees were read and the chairmen and their committees show a very busy month. The report of the nominating committee was read and the following officers were elected for the ensuing year: President, Mrs. S. E. Moss; first vice president, Mrs. P. H. Nee; second vice president, Mrs. Pearl Huff; recording secretary, Mrs. Gertrude Ford; treasurer, Mrs. Henry Davis; corresponding secretary, Jeanette Walters, and historian, Mrs. Nels Helm. The nominating committee, which acted on this report, were Mrs. Chas. Nummedore, Mrs. Custer Greer and Mrs. Arley Wickersham. Following the meeting, five tables of contract were in play with Mrs. Wm. Fellows winning high score. A delicious repast was served by Mrs. Wm. James, Mrs. A. Caudel and Mrs. Nels Helm. Miss Catherine Williams entertained the ladies with a piano solo.

Aberdeen Chapter

Mrs. Leo J. Lutgen, Historian

OUR meetings, after the summer vacation, opened with a large attendance. Everyone seemed happy to be back at the meetings again. Mrs. Gillick presided and reports of various committee chairmen were called for and given as follows:

Mrs. A. C. Zick, membership chairman, reported a membership of 1,144, an increase of forty-three (43) over last year. We are going to endeavor to increase our membership again this year.

Mrs. B. M. Smith, sunshine chairman, reported on the number of sick calls made by her and her committee.

Miss Myrtle Brown gave a very good report on the balance we have left to start our winter's work.

Mrs. E. H. Solke, ways and means chairman, reported a five dollar bill raffle, on which we made \$35.00, and prize money of \$20 which we received for our membership drive, netting us \$55.00. Our card party netted us \$26.75.

During and after the meeting a nice program was enjoyed, also a luncheon.

This year it was again suggested by Mrs. Gillick that we all earn a dollar for the club. This is going along nicely, and we are certain it will be a success.

We are also starting a large advertising campaign, which will be reported in our next month's notes.

Our social committee, Mrs. A. C. Rog-nelson and Mrs. A. J. Anderson, were there as usual to greet us all as we came up the stairs.

Mrs. Gillick had Mrs. B. M. Smith, first vice president, read the Resolution made to our dear departed Mrs. H. E. Byram, and then gave a moment's thought to her memory as it is just about a year since she left us.

In conclusion for this time we want to say how much we are going to miss Mrs. C. L. Boland, our historian, who has been with us the past three years. The Boland family was transferred to Chillicothe, Missouri, and we sincerely hope that she will find time to come and see us occasionally.

New Lisbon Chapter

Mrs. A. G. Shrake, Historian

ON SEPTEMBER 24th the fifth regular meeting of this chapter was called to order at 2:30 p. m. in the American Legion Hall after a vacation of two months. A "Thank You" letter for favors received from the Club by a member whose husband has been ill for several months was read

by the president. Chairman of the relief committee reported 100 lbs. of sugar distributed by them and 22 two-quart jars donated by Mrs. A. G. Shrake.

Each member is to give her favorite recipe for roll call at our next meeting, also to bring her quilt block and the tubes they have collected during the summer.

A committee was appointed to serve at the October meeting.

After the meeting adjourned a picnic supper was held at 5:30 p. m. with the husbands and families of members as guests; about 35 were present and all reported a very pleasant evening.

On October 29th the sixth regular meeting of the Chapter was called to order at 2:30 p. m. in the American Legion Hall, with Miss Lindskog, secretary general of Chicago, as our honored guest. After the regular order of business was completed the meeting was turned over to Miss Lindskog, who gave us a very interesting talk and explained the object of the club; also told of some of the wonderful work that is being done.

I am sure she made the twenty-four members present feel that they also could accomplish a great deal by working together. We were very sorry that Miss Lindskog's time with us was so short, as she was with us only about an hour and hope she will return in the very near future. We also had five visitors from Tomah Chapter whom we were glad to welcome: Mmes. Hovey, Fish, Argall and Falvin.

Refreshments were served. All come again.

Great Falls Chapter

Mrs. J. J. Toy, Historian

THE Great Falls Chapter was officially organized October 8th, 1935, when Miss Etta Lindskog of Chicago and Mrs. L. K. Sorenson of Butte were here. A luncheon was held in the dining room of the Hotel Rainbow with 25 local women present. After the luncheon a business meeting was held in the Palm Room at which meeting Miss Lindskog presided, and gave us a very encouraging talk on club work and different ways of raising money for our relief work. To date, we are pleased to state we haven't had any relief cases, but hope to always be prepared in case we do have any.

Our officers for the coming year are: Mrs. Earl Wilson, president; Mrs. H. H. Heath, vice president; Mrs. C. N. Brown, secretary; Mrs. A. D. Washburn, assistant secretary; Mrs. E. J. Smith, treasurer; Mrs. J. J. Toy, historian.

Mrs. Tom Hawksworth, chairman ways and means committee; Mrs. Al Keading, chairman relief committee; Mrs. H. C. Erisbire, chairman membership committee.

Mrs. Erisbire of the membership committee reports she has several new members on her list: Mrs. Hawksworth's committee is working on arrangements for a large card party to raise money for our treasurer. To raise money is the aim of all of us, and last week Mrs. H. H. Heath entertained at a bridge party, and turned the proceeds over to the club.

Our next meeting will be held at the home of Mrs. Earl Wilson, with Mrs. Wm. Voss and Mrs. Thos. Morgan assisting hostesses.

Sioux City Chapter

Mrs. H. C. Snow, Historian

THE October Board meeting was held at the residence of Mrs. John Carney, assisted by Mrs. LaBreck. A one o'clock luncheon was served. At this time plans were made for a Jiggs dinner and Mrs. Embick, president, appointed Mrs. F. R. Doud general chairman with Mrs. E. Jef-

erson and Mrs. Tom Snyder in charge of the dining room and Mrs. Miller and Mrs. Cline in charge of the kitchen. The club room and the table decorations were in line with the Hallowe'en season. This dinner was served for Milwaukee people only, provisions being furnished by the club and a small charge of 35 cents per plate was made. The club cleared \$17.00 and served about 100 people. The dinner was enjoyed by all who participated and everyone made some expression as to how nice it was.

Mrs. W. F. Ingraham of Mason City was a recent visitor to Sioux City Chapter.

On Nov. 4th the marriage of Marion Embick and Kenneth Moor took place at the Mayflower Congregational Church in Sioux City. The bride is the daughter of Trick Dispatcher C. H. Embick and Mrs. Embick, president of the Sioux City Chapter. After a short trip the bridal couple will be at home in Sioux City.

Union Station Chapter

Kathleen O'Neil, Historian

AN enjoyable supper was served in the Harvey cafeteria to about 45 members of the Union Station Chapter preceding the regular monthly meeting which was called to order in the club room by the President, Mrs. W. R. Dolan.

After the regular routine of business was completed, election of officers for the coming year was held and the following officers unanimously elected:

Miss Grace Doyle, president; Mrs. C. L. Taylor, first vice president; Mrs. E. A. Meyer, second vice president; Miss Mary Von Colln, recording secretary; Miss Anne Weber, asst. recording secretary; Miss Catherin Grey, corresponding secretary; Miss Grace Baldwin, treasurer; Miss Gertrude Schoyer, historian.

Our congratulations and best wishes for success in their work go to these officers, and support in their undertakings has been pledged by each member.

All past presidents of the Chapter were present at the meeting.

After the business meeting, Bank Night drawing was held and the prize of \$5.00 distributed, our faithful recording secretary, Antoinette Welling carrying off the prize. The rest of the evening was enjoyed playing Tango and proved to be a profitable one for some of the members present.

The annual dance and card party of the Chapter to raise funds for the Christmas baskets will be held in the Crystal Ball Room of the Hotel Sherman, November 30.

Butte Chapter

Mrs. David G. Goggin, Historian

BUTTE chapter held its regular monthly meeting Monday night, November 4, in the club rooms, with Mrs. H. C. Clemens, first vice president, presiding.

Reports of the treasurer, secretary and chairmen of the various committees were submitted and approved.

Following the business meeting election of officers took place. The nominating committee, composed of Mmes. D. G. Goggin, H. L. Porter and Miss Ann Goldie, presented the following officers, who were unanimously elected:

President, Mrs. H. R. Clemens; first vice president, Mrs. W. T. O'Reilly; second vice president, Mrs. James O'Dare; treasurer, Mrs. Beers; secretary, Miss Pearl Jones; historian, Mrs. H. C. Johnson.

Following adjournment Bridge was enjoyed and delicious refreshments were served by the hostesses, Mrs. J. P. Phelan and Miss Julia Henry.

To compliment members of the Deer Lodge Chapter, Butte Chapter entertained Saturday, Oct. 19, with a bridge luncheon, at the Cottage tea room. Mrs. H. C. Johnson, president, extended a cordial welcome to our guests. Following a perfect menu cards were enjoyed for several hours and attractive prizes were awarded.

A silver tea, sponsored by Messrs. O'Reilly, Lavell, Phelan, Buerkle, Jensen and Byrne, was held in the club rooms Thursday night, Oct. 17. A large crowd

attended and a very delightful evening was enjoyed by all and financially it proved a great success.

Mobridge Chapter

Dora Anderson

THE regular monthly meeting for October was held in our club room on Monday evening, October 21, with a fairly good attendance. Due to the absence of our president, Mrs. A. F. Manley, vice president, Mrs. Frank Schneider presided at the meeting.

The meeting was opened with the reading of the club motto and singing the club songs. Reports from the various chairmen were read and approved. Plans for our annual Thanksgiving dance were discussed and tickets were given out for disposing of five dollar bills at this time.

Mrs. Schneider appointed the following nominating committee for our officers for the coming year: Mmes. Leo Swanton, chairman, Harry Fritz, Bess Bunker and Dora Anderson.

After the business meeting we enjoyed the following program arranged by Mrs. G. Baun: Violin solo, by Kathleen Green, accompanied at the piano by Donald Stapf; a reading by Rose Marie Fraher; a piano solo by Donald Stapf; a tap dance in costume, by Billie Fuller, accompanied by his sister, Maxine Fuller.

Dainty refreshments were served by the following committee: Mmes. H. J. Stock, R. Stubbart and Harry Conger.

Our club room is much improved by the addition of the new storage closet and the lavatory is now installed. Mrs. Schneider suggested we offer a vote of thanks to Mr. H. J. Stock for installing same.

Ottumwa Chapter

K. M. G.

MRS. H. G. BARNARD was chairman of the benefit card party in October, given in the club house. These benefit card parties are to be monthly affairs and it is hoped the Milwaukee employes and friends will patronize them.

The usual monthly co-operative luncheon was given on October 8, following which the following officers were elected: President, Mrs. J. H. Stewart; first vice president, Mrs. E. J. Kervin; treasurer, Mrs. F. M. Barnoske; secretary, Mrs. T. H. Kemp, and historian, C. M. Gohmann. Installation will take place in December.

A donation of five dollars was received from Engineer George Kissinger which will be raffled at five cents a chance, the proceeds will be used to establish a fund for the use of the club in buying food and supplies to be placed in the annual Christmas baskets for the needy.

Iron Mountain Chapter

Josephine Ambrosia, Historian

AFTER a three months' vacation, our chapter held its regular meeting Sept. 24th at the home of our president, Mrs. H. Larson. The minutes of the previous meeting were read and approved. Plans were made to rent a hall for our meetings. The members decided to rent the K. C. Hall with a business meeting the second Wednesday, and a social gathering on the fourth Wednesday of each month. At the close of the meeting a pot luck lunch was served and enjoyed by all present.

The first meeting in our new club rooms was held on Oct. 9th. After the minutes were read and approved plans were made for a dancing party to celebrate our first anniversary and the Channing Chapter was invited. At the close of the meeting cards were played; the prize winner was Mrs. M. Baldrice. Lunch was served by Mrs. K. Andrews and Mrs. A. Ambrosia.

Our dancing party, held Oct. 23rd, was enjoyed by all present. Lunch was served by a committee with Mrs. H. Shields as chairman. Specialty dances were put on by Mr. and Mrs. S. England and Mrs. K. Larson and Mrs. M. Baldrice. Channing chapter was well represented. Music was

furnished by the Bob Baldrice orchestra.

Congratulations are extended to Mr. and Mrs. Elmer Peterson, as they are the parents of a new baby.

A Hallowe'en card party was held at the home of Mrs. A. Ambrosia Oct. 30th. The rooms were decorated with black cats and witches. Cards were played at 12 tables. After lunch was served, piano selections were played by Henry Larson with a vocal solo by Mrs. F. Hill.

Kansas City Chapter

Mrs. Roy G. Larson, Historian

A BRIDGE benefit party was held on Monday evening, October 28th. There was a nice attendance and everyone had a very enjoyable evening, with a net profit of approximately \$50 to the club. The "Yo-Yo" quilt was given away at that time and the winner, a young bride-to-be, was very happy to receive it. Mrs. Vance was chairman of the committee in charge of this party.

The regular November meeting was held Thursday, November 7th, at 2:00. Meeting was brought to order by standing and repeating the club motto. Mrs. Affeldt, chairman of the sunshine committee, reported 9 personal calls and 15 telephone calls. Relief chairman reported approximately \$15 spent in relief work.

Mrs. McCrum, chairman of the nominating committee reported the following nominations for the coming year:

Mrs. Paul Affeldt, president; Mrs. John Dobson, 1st vice president; Mrs. Geo. Ferris, 2nd vice president; Mrs. D. C. Johns, treasurer; Mrs. C. F. Carlson, recording secretary; Mrs. Ralph Parker, corresponding secretary; Mrs. Roy Larson, historian.

The report of the nominating committee was accepted and the officers duly elected to assume office January 1st.

It was moved and seconded to have a covered dish luncheon at our next meeting, which will be Thursday, December 5th. Plans were also discussed for a Christmas party.

Meeting adjourned.

Note: The K. C. Chapter is very happy to receive the \$10 prize for the new membership drive.



The First Day of School

The October meeting of the Kansas City Chapter was held in the form of a First Day at School Party. Mrs. J. H. Lord presiding as the school "marm." School opened with twenty girls and two boys. (Pete and Repeat, the Snotgrass boys). Each pupil brought a fine lunch pail with lovely gifts of candy cakes, "flowers," etc., for the teacher. The pupils were allowed a period for entertainment and songs. Teacher informed Maudie Gephart to be sure that she took her cod-liver oil as she was showing indications of rickets. At the close of school the picture was taken.

Des Moines Chapter

Thelma Newell, Historian

OUR regular October meeting was held on the 25th, and although the attendance was not what we had expected, a good meeting was enjoyed and a delicious lunch served by our president, Mrs. Herman Bellman.

During the month of October the ways and means committee reported two bridge benefits had been given, both of which were very successful. Friday, Nov. 8th, Mrs. Harry Garland and Mrs. Frank Price were in charge of another benefit card

party given in the clubrooms in the afternoon. Two of our members from up the line attended the afternoon bridge party, Mrs. Hakes, wife of the agent at Waukegan, and Mrs. Schroeder, wife of Redfield agent. A lovely home-made cake, beautifully decorated, was donated to the club to be raffled off. It was very nice of Mrs. Hughes, a friend of our club, to donate this cake, and the club appreciates very much her interest and co-operation in the good work of the club.

A pot-luck dinner will be held at the clubrooms Friday, Nov. 22nd, for all members and their families. Mrs. Kent Hamilton is in charge of arrangements and we are looking forward to a most pleasant evening.

Council Bluffs Chapter

Mrs. Hugh McLean, Historian

THE first meeting following our summer vacation was held at the Railroad Y. M. C. A. Sept. 4th. The officers served a chicken luncheon.

An invitation was extended by Council Bluffs Chapter and accepted by the Perry, Ia., Chapter to attend our October meeting. About thirty-six members complied. One o'clock luncheon was served. Bridge and bunco furnished the afternoon diversion. Bridge prizes were awarded to Mrs. Joe Bryant, Mrs. John Evans, Mrs. W. F. Thompson. Bunco, Mrs. Hugh McLean. Door prize, Mrs. John Heinzelman. A tour of the business section was made by the visitors. Returning they were served a luncheon before leaving on their return trip.

The November meeting was held on Wednesday, the 6th, for business and election of officers. Treasurer reported \$62.62 on hand. Welfare committee reported three personal calls, expenditure \$6.49; good cheer, four; telephone calls, four personal calls, four cards sent. Membership, one new member, making a total of 127 members. Communications from Chicago were read. New officers were elected. They are: President, Mrs. Frank Brungenke; first vice president, Mrs. Frank Colburn; second vice president, Mrs. John Briggie; treasurer, Mrs. Howard Rooney; secretary, Mrs. Earl Smith; corresponding secretary, Mrs. R. O. Wichad; historian, Mrs. H. McLean.

Parties were planned to raise money to help fill Christmas baskets. The annual kid party, headed by Mrs. Eta McDermott, will be held Friday, Nov. 15th, at the home of Mrs. Earl Hanum. There will be a penny carnival on Nov. 29th in the main hall of the Railroad Y. M. C. A. Mmes. Jay Hollingsworth, De Vol and H. McLean in charge. Next regular meeting will be held Dec. 4th.

Wausau Chapter

MEMBERS of Wausau Chapter gathered at the club house on November 13th, at a 1 o'clock luncheon given in honor of Miss Etta Lindskog of Chicago, secretary general of the 57 women's clubs. Miss Lindskog addressed the club telling of the widespread work that the 57 clubs carry on through their membership which is now over 13,500. She also outlined ideas for club work for the coming year. It was very much regretted that Mrs. Carpenter Kendall, president general, who had also been expected, was unable to be present. Following the luncheon Mrs. William McCarthy gave the report of the nominating committee and the following officers were elected for the coming year: President, Mrs. J. E. Whaley; first vice-president, Mrs. Charles Conklin; second vice-president, Mrs. Felix Slomske; secretary, Mrs. Edward Gongaware; treasurer, Mrs. J. A. Jakubec; historian, Mrs. A. I. Lathrop. The remainder of the afternoon was spent in playing cards, prizes at bridge being won by Miss Mildred Conklin and Mrs. H. L. Vashreau; at five hundred by Mrs. Lawrence Nowitzke and Mrs. E. P. Little. Out of town members at the meeting included Mrs. E. P. Little of Irma, Mrs. Frank Fredrick of Harshaw, Mrs. Charles Strassman, Merrill, and Mrs. F. P. Fredrick and Mrs. C. A. Noble of

Minocqua. The luncheon was in charge of Mesdames Sam Loomis, M. M. Harrington, A. W. Warner, August Krueger, Roger Kershaw, Elgin Fowler and Henry Wagner.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH Chapter met Oct. 24th with the president, Mrs. John Richmond, presiding. The chairman of committee reports \$3.00 was received from rental of club house; 90c received from rental of books; three persons had been given cheer and sunshine and the treasurer reported \$163.26 on hand.

The work of reshingling the roof of the club house was completed Oct. 15th and the members are quite happy as these repairs have been needed badly for some time.

The chapter was very sorry to learn that one of our former members, Mrs. Art Crowley, had broken her leg while visiting in Marmarth. After convalescing two weeks at the home of membership chairman, Mrs. Frank De Lange, Mrs. Crowley returned to her home in Moberg.

At 6:30 a very delicious supper was served. It had been planned that each contributing and voting member, accompanied by his lady or her gentleman, was to bring their "favorite" dish of food and a few sandwiches and when these many "favorite" dishes were arranged cafeteria style on the table, we were sure there would be plenty, and then some, for everyone to eat and it all looked so pretty and tasted so good we are sure the members are looking forward to another supper like this one.

After the supper Norwegian whist was enjoyed at six tables with Mrs. Leo Rushford receiving ladies' high prize; Mrs. Jas. Cramer, ladies' second high; Emil Ahlness, gentlemen's high and Dr. C. A. Ricker, gentlemen's second high prize. The members had looked forward to this get-together party for some time and it is felt everyone enjoyed a very pleasant evening and will be anticipating another one in the near future.

Madison, S. D., Chapter

Mrs. Harry Kelley, Historian

MADISON Chapter met on November 12th with the president, Mrs. Carl Berg, presiding. Mrs. M. T. Perry, chairman of the nominating committee, presented the following list for officers for the ensuing year: President, Mrs. Hans Westby; 1st vice-president, Mrs. A. D. Smith; 2nd vice-president, Mrs. Fred Wagner; secretary, Mrs. Harry Kelley; treasurer, Mrs. Carl Berg; corresponding secretary, Mrs. M. T. Perry; historian, Mrs. Ray Wood.

Our social committee has promised us some very interesting meetings for this winter, so we are looking forward to many good times. A large benefit card party is planned for November 26th.

We were sorry to hear of the death of Mr. Thomas McGee and our sincere sympathy goes to his family. Also to the Lucas family on the passing of Mr. Lucas.

At the close of the business meeting a social hour and light refreshments were enjoyed.

It is hoped that the women of the Milwaukee Family all will realize the great good our club has accomplished and is accomplishing all the time and will, therefore, take an active interest in the club by giving us their cooperation and assistance in making the coming year another very successful one.

Janesville Chapter

Nelle Murphy, Historian

THE Fall season has been a busy one for Janesville Chapter. A number of successful social meetings have served to reunite the members after the summer.

On Oct. 20 a pot luck supper was served to 70 guests. A program and cards followed. Thos. J. Murphy presented a trombone solo, accompanied by his sister, Mary,

at the piano. Mary Jo Davey and Ruth Ann Cooper delighted with a tap dance.

A costume party on Oct. 29 was attended by 50 members and proved a riot of fun.

At this season of the year much attention is given to welfare. The chairman of that committee, Mrs. Albert Hunter, reported six personal calls, 50 telephone calls and \$8.28 spent out of the treasury. In addition to this donations of \$30, mostly clothing, have been dispensed.

The sunshine chairman reports 37 telephone calls, 18 personal calls and 20 cards sent.

At the November meeting officers for the following year were elected. Mrs. Thos. Kennaugh, who has been a most able and gracious president, was persuaded to accept the office for another year. Mrs. Taylor's efficiency as a treasurer was also acknowledged by her re-election. Other officers re-elected were Mrs. Carl Edwards, first vice-president, and Mrs. Thos. Murphy, historian.

Because of her exceptional ability and devotion to the work during her two years as secretary, Miss Bancha Hayes was elected to serve an extended term. The club is most fortunate in having her services for another year. New officers are Mrs. J. J. Kelly, 2nd vice-president, and Mrs. Otto Wendland, corresponding secretary.

A notable accomplishment of the past months is the decoration of the club house. A beautiful color scheme and artistic stenciling has been used on the walls and ceiling, drapes cleaned and other furniture and fixtures renewed. Our gratitude is due the men whose generosity made this possible.

Portage Chapter

Mrs. E. C. Moran, Historian

AFTER a vacation of two months, this chapter resumed its meetings on Monday, Sept. 9, with 51 members present, and 12 members from Watertown.

The president, Mrs. C. E. Hodge, called the meeting to order, and after club motto was repeated, all stood in silent prayer to pay respect to one of our members, Mrs. T. Murphy, who had passed away during the vacation. The regular business followed. The chairman of the membership committee, Mrs. Ryan, reported 170 voting members, and 249 contributing members, a total gain of 268 members since last report. Much credit is due to our president, Mrs. C. E. Hodge, who spent so much of her time during the summer months in building up the membership of the club and thereby gaining the reward of twenty dollars for the chapter. The president welcomed the new members with a few well chosen words.

Mrs. Alexander read from the constitution and by-laws; sunshine chairman reported \$1.05 spent for fruit for sick, \$1.00 for plants for sick; and \$1.00 for death of member; 30 personal calls, 15 telephone calls, four sympathy cards, nine families reached. Mrs. Ryan and committee served the luncheon.

The October meeting was held on the first Monday in October with 65 members present, seven from Watertown, with the president, Mrs. C. E. Hodge presiding. The club motto was repeated. The treasurer reported \$459.70 in the treasury; membership chairman, Mrs. Ryan, reported 436 voting and contributing members, the sewing chairman, Mrs. Edmonds, reported receiving rags for rugs from her sister, Mrs. Thompson of Wisconsin Dells. Mrs. C. Ball donated a rug to the club. The ways and means committee reported \$11.00 received from a keno party given during the month, and \$32.50 from other sources. Sunshine chairman reported \$1.25 for plants for sick, and \$1.00 for flowers for death of a member, personal calls, 21, telephone calls, 30, sympathy cards, 5, families reached, 8; relief chairman reported one family given aid. There being no further business the meeting adjourned and keno was played. Mrs. Edmonds and committee served a fine luncheon.

The November meeting was held Monday, Nov. 4. The president, knowing that there were fourteen guests from the Milwaukee chapter, and seven from Watertown coming in on No. 5 to attend our meeting, had arranged with several of the ladies of our chapter to meet them with cars at the station, and drive them on a trip to visit the Old Agency House, one of the remaining buildings of old Fort Winnebago, which the Colonial Dames are now restoring and refurbishing with furniture that was used at the time Fort Winnebago was at Portage. On their returning to the club rooms, the meeting was called to order by the president, Mrs. C. E. Hodge, and the club motto repeated. President Hodge asked all to bow in silent prayer as a token of respect for one of our beloved members, Mrs. Bertha Tessman, who had passed on since our last meeting. There were 83 members present to welcome our guests, and a welcome song was sung by the club members. The regular business was transacted and during the afternoon a rug was drawn on which tickets had been sold. Mrs. McLaughlin of Watertown, one of the guests, held the lucky number. Keno was played and a delicious luncheon was served by Mrs. Walter Washburn, Sr., and her committee.

Our guests returned home on No. 58, voting that Portage chapter members were royal entertainers.

Austin Chapter

Inez McCarthy, Historian

ON September 5th the members of the Board met in the club rooms after a three months' summer recess. The meeting was called to order by the president, Mrs. E. J. Blomeley, Sr.

Much credit is due those who so faithfully worked to enlarge the membership during the drive and the Austin Chapter is twenty dollars richer for their efforts, having received the cash prize at the close of the contest. We now have 260 members.

During the summer months an ice cream social netted \$15.75; the candy machine \$3.30, and a total of \$41.09 was expended for the needy. Musical numbers by Mrs. O. E. Henricks and Myles Beckal; readings by Dr. Dasse and Master Robert Leighton, grandson of Engineer Chas. M. Leighton; and tap dancing by Adeline Beckal constituted an enjoyable program. Mrs. H. B. Hinckley and Mrs. Eva Smith were the winners at cards.

At the Board meeting in October the following nominating committee was chosen with Mrs. O. C. Peed as chairman; Mesdames Leon Comeau, Mary Taylor, Carl Voelker and E. H. Kough.

It was decided to hold a rummage sale on October 19th with Mrs. A. C. Anderson in charge.

On October 8th the picnic supper was largely attended. It being "Fire Prevention" Week, our Safety First chairman, Mrs. F. F. Luckow, gave a most interesting talk on the subject of Fire Prevention. Superintendent Van Dyke told about the fire in the roundhouse at Perry, Iowa, and of the automobile that burned near Sherburn, Minn. Agent A. C. Anderson spoke on cooperation. Boiler Inspector Litz praised the Milwaukee Club members for their sociability.

On September 10th the regular picnic supper was held, after which a program of vocal solos, accordion and piano numbers by Mrs. Peter Panley, Marian Peterson and Mrs. Harry Feeley; and a reading by little Marian Roble, were greatly enjoyed. Mrs. Susie Campbell of Calmar and Mrs. John Ryan (nee Gweneth Hinckley) of Tuscon, Arizona, were guests.

November 7th the Board members met in the club rooms. It was decided to hold a card party on Friday evening, November 15. The sum of \$28.30 was cleared from the October rummage sale. Twenty-nine families were reached by good cheer calls during the month. Refreshments were served by Mrs. Oscar McGee and Mrs. J. D. Williams.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville, Ill.
 A. M. Dreyer.....Fullerton Avenue, Chicago
 Ruby M. Eckman.....Care Trainmaster, Perry, Iowa
 John T. Raymond.....Dispatcher, Marion, Iowa
 Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City
 Miss C. M. Browning.....Care Superintendent, Green Bay, Wis.
 Miss Naldrea M. Hodges.....Care Superintendent, La Crosse, Wis.
 W. J. Kane.....Care Superintendent, Aberdeen, S. D.
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss Leda Mars.....Care Local Agent, Minneapolis, Minn.
 Miss N. A. Hiddleston.....Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 Ira G. Wallace.....Clerk, Red Wing, Minn.

A. T. Barndt.....Care Supt. Dept., Milwaukee Shops
 V. J. Williams.....Care Superintendent, Austin, Minn.
 Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
 William Lagan.....Care General Agent, Sioux Falls, S. D.
 Harriet Shuster.....Care Refrigerator Department, Chicago
 Mrs. Dora M. Anderson.....Care Local Agent, Moberly, S. D.
 Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
 A. M. Maxeiner.....Local Agent, Lewistown, Montana
 Miss Ann Weber.....Care Agricultural Department, Chicago
 R. K. Burns.....Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
 Albert Roesch.....Care Superintendent, Tacoma
 R. R. Thiele.....Local Freight Office, Spokane
 Miss Laura Babcock.....Care Local Freight Agent, Seattle
 K. D. Smith.....Operator, Portage, Wis.

West Coast Notes

A. M. T.

ODD names from our extra gangs: H. Hottowe, James Goldasick, Harry Benyou.

Back to the primitive man: Owing to the ground being too soft for a horse or tractor, Andy Norwood, of the Tacoma Office, and son, plowed a little over an acre in ye olde style. Andy pulling the plow, and son guiding it. What makes it still more unusual, Andy was smoking a cigarette, while acting as a "horse," which, we wager, is the first time a cigarette-smoking "horse" has ever been used in this country, or any other.

Pacific Avenue, between 17th and 20th, is a regular accident zone, as far as buildings are concerned. Last year, the entire five floors and front of a building collapsed; and this year, an explosion blew out all the first floor windows in a 200 foot frontage, besides doing a lot of damage to the other floors. Just to add insult to injury, after new windows had been installed, a large sedan skidded and crashed through one of them. We wonder: what next in this particular stretch?

George Freestone, like Columbus, started a journey on October 12, but only got as far East as Ithaca, New York. In addition to this, George had to pay his own expenses; but you could trust George to see as many strange sights as Chris did, if given the chance.

Tacoma's well-known hotel, built in '84, from plans drawn by Stanford White, was totally destroyed by fire, October 17. It was one of the landmarks of the Northwest. Incidentally, E. L. Murray, chief time-keeper, of Chicago; and R. W. Anderson, superintendent of motive power, of Milwaukee, will remember the occasion. Mr. Murray managed to get out without any loss, but Mr. Anderson was not so fortunate. We wonder what next will happen to this town on the Sound; either a draw-bridge will fall in, or somebody's battleship will blow up.

Here is one of those odd pinochle items: At a recent party attended by Milwaukee folks, both the ladies' and gentlemen's first prizes, were won by partners at the foot table; the total scores being the same in each case. It looks to us as if there were something rotten in Denmark, but so far we have not been able to locate it.

H. L. Wilttrout, dispatcher, Tacoma, was taken suddenly ill, recently, and compelled to be off for a few days, but we are glad to state that he is now back on the job again.

M. J. O'Connor, table dispatcher, Tacoma dispatcher's office, is back from a vacation. On being asked where he went, he stated he went over and took in South Tacoma, and as far "North" as Puyallup. Mike is a regular Ezra Meeker.

News Briefs—Tacoma District Accounting Bureau

Ruth Rundle and Catherine Bell are back at the old grind after a month's sojourn in

the not so warm East. They are now all mixed up on their geography, heretofore they thought Chicago was in the middle west, but after sitting through three World Series games they are under the impression it is somewhere near the Arctic Circle.

Albert Janosky's trip to the movies' capital recently was a huge success. Lucky for Clarke Gable he has such a long contract. Albert said he didn't get any contracts but his contacts were sure good.

Burton Trout slipped away to his old stamping ground—St. Paul. He says times sure have changed. You don't need a passport to get into Minnesota any more. Burt tried to see the Hiawatha but his glasses weren't fast enough; he heard a whistle and something shot past, he thinks that was the train; the next time he goes back he is going to have his glasses equipped with F7.7 lens.

Millie Anderson spent her vacation in California. She says her trip was wonderful, but she prefers the wide open spaces.

Ann Iris Johnson also made a trip. She went to Minneapolis, Chicago and points too numerous to mention. Said she made the round trip alone, but the scene at the train, on her departure, puts a cloak of mystery around this trip.

Ruth Phelps is sure a busy girl these days. Since the announcement of her sister's engagement there have been a continuous round of parties.

We are all glad to have Rosemary Sullivan with us again after a summer spent in Montana.

All Tacoma and many Milwaukee employes greatly miss the famous old "Tacoma" Hotel which was recently destroyed by fire. The owners, however, plan to rebuild soon and retain the same hospitality for which the hotel was known the world over.

Northern District—Car Dept.

O. M. S.

MR. E. R. CAMPBELL, former chief interchange inspector, at Minnesota Transfer Ry., now a resident of California, visited South Minneapolis Shops on Nov. 1st. It was a pleasure to greet Mr. Campbell again.

Einar Hauger attended the World Series baseball game at Chicago, on October 5th, between Chicago Cubs and Detroit Tigers.

Air brake inspector, G. Kempf, called at our shops recently.

Carman Ivar Bornquist of the Light Repair Yard was a Lake City, Minn., visitor Oct. 26th.

Mrs. Olaf Benson, wife of car inspector, O. Benson, passed away Oct. 26th, following brief illness, with pneumonia. We offer our sympathy to the surviving family.

Mrs. F. M. Washburn, president, St. Paul Chapter of The Milwaukee Women's Club, reported a fine crowd attended the dance at The Coliseum in St. Paul, on Oct. 18th.

Foreman Hollingsworth received his annual greetings—"Happy Birthday in a

Great Big Way," last month. Said greetings arrived in a special envelope.

Mrs. Hjordis Olson, also received good wishes and many happy returns of the day, on her birthday, Oct. 31st.

Misses Ella and Minnie Siegler visited their sister at Chicago over the week-end recently. In August, Miss Ella had vacationed in Northern Minnesota, enjoying the beautiful Lake Shore Drive along Lake Superior and other points when homeward bound.

Our stenographer, Miss Grace Hammerot, is now Mrs. John Junkin; the marriage occurred Oct. 12th. Mr. and Mrs. spent a brief honeymoon at Detroit Lakes.

Foreman C. O. Bross of Aberdeen and J. H. Fisher of Sioux City visited Minneapolis Shops Nov. 4th.

Ole Hanson, Henry Witte and Pete Larson from St. Paul Repair Track were hunting pheasants in vicinity of Montevideo and returned with their limit, but they are rather quiet as to what they shot on their second trip.

Mr. and Mrs. Harold Henteges visited relatives at Winnipeg, Man. Mrs. Arthur Cogswell will leave soon to visit her folks in Moose Jaw, Sask.

Mrs. Frank Tscholl visited her daughters in Chicago, recently.

Mrs. Arthur Gunter enjoyed a visit with relatives at Detroit, Mich. Mr. and Mrs. Frank Taylor spent a few days at Bay City, Wis. Mrs. George Mandell will travel to Spokane, Wash., next week.

Iowa and S. M.

V. J. W.

CONGRATULATIONS are extended to Conductor and Mrs. Thomas McGreevy, who celebrated their golden wedding anniversary October 27th.

We were sorry to hear of the serious injury suffered by Agent Bess Campbell of Butler, S. D.

Deepest sympathy is extended to the bereaved relatives of Agent J. Sheehy of Bryant, S. D. Mr. Sheehy was found dead in the water tank, November 1st.

Sympathy is also extended to the family of Section Foreman Vincent Lucas of Madison, S. D., who died following a heart attack Nov. 8th.

We are indeed glad to hear Agent D. D. Lyons of Castle Rock is improving nicely. Mr. Lyons underwent an operation early in the month.

We are also glad to hear Conductor Steve Ames is getting along fine after having undergone an operation recently.

Dispatcher E. W. Rudloff spent his vacation visiting his brother at Neppel, Washington.

Agent M. L. Garry of Delavan called on friends at Austin on his return from the football game in Minneapolis, Nov. 2nd.

Chief Dispatcher R. E. Wood of Madison also called on some of his old pals in Austin while on vacation last month.

Trainmaster F. J. Holmes was one of the honored guests at the Dads' Day Celebra-

tion—Minnesota and Northwestern, Nov. 2nd. Frank is the proud grandfather of Dale Rennebohm, star center on the Minnesota team.

General Foreman Harry Keck is sporting a new Pontiac.

Fireman Vernon Thomas returned home Nov. 14th. He has been undergoing treatment at the Vets Hospital at Fort Snelling.

Engineer John Ober left early in the month on his annual vacation to California. Mr. Ober expects to be gone six months.

Roadmaster and Mrs. Luskow attended the picnic lunch at the Club Rooms November 12th. We hear that they would also have attended on the 5th had the party been held on that date. You had the day of the week right, Frank.

Is anyone in the market for a dog house? "Babe" Swank just completed building one when Officer "Eppy" phoned him that someone had run over his dog.

Agent E. R. DeCantillon of Brownsdale returned to work October 7th after about six weeks' vacation.

We were very sorry to hear of the injury suffered by Mrs. M. L. Ulwelling. She fractured her leg when she fell Nov. 9th.

The board of directors of the Milwaukee Employes' Credit Union announce that a 6 per cent cash dividend will be paid on share accounts for the year 1935. The Union has 136 members and has a share account of \$4,600.00 and has loaned to its members over \$11,000.00. Any employe on the I&SM Division is cordially invited to membership. For information as to membership or the Christmas Club fund for next year write H. J. Swank, care Supt.'s Office.

Have you heard about "Tang's" handicap? If not, see Ticket Agent John Schultz. We want to enter Janitor Nick Smith in this contest before the prizes are given.

If you saw our tall Irish OS&D clerk dodging the public gaze recently it was not because he was a fugitive from justice. He got about half way home for lunch when he discovered he had traded overcoats with our rotund bill clerk. The width was OK but the length left much to be desired in protection from the breeze.

The following agents and operators have been off during the past month:

Albert Hayes, operator Albert Lea, off Oct. 7th to 15th.

F. E. Easton, agent Bryant, S. D., off Oct. 7th to 28th.

W. A. Gleason, agent Cresco, Iowa, off Nov. 4th to 11th.

B. E. Halverson, agent Easton, Minn., off Oct. 21st to Nov. 1st.

E. F. Lucas, agent Edgerton, Minn., off Nov. 5th to 13th.

J. Snyder, agent Flandreau, S. D., off Oct. 10th to 31st.

A. W. Harnoss, agent Plymouth, Iowa, off Oct. 13th to 28th.

Iowa (Middle and West)

Ruby Eckman

MACHINIST HELPER Alfred Warner's wife took a trip to Portland, Ore., in October to see her mother. Alfred was going to do his own cooking while his wife was away but decided there would be fewer dishes for his wife to wash when she got home if his mother came to stay with him.

Mary Julia Moran and Verla Jean Hickey, two of the little tots in the Milwaukee family at Perry, made their first train trip alone the middle of October. The little ladies went from Perry to Des Moines, where they spent the day with relatives and felt quite important because of making the trip alone.

The arrival of a seven and one-half pound daughter in the family of Mr. and Mrs. Edward Morgan of Perry makes Conductor Frank Morgan answer to the title of grandpa. The little one is the first daughter in the family.

Dorothy, the 16-year-old daughter of Machinist Leo Bertsch, died at the family

home in Perry in October, following a short illness from pneumonia. Dorothy was a junior in St. Patrick's high school at Perry and a very diligent student. Burial took place at Violet Hill cemetery in Perry.

W. J. Stout of Linden was off duty a few days in October on account of sickness. Relief Agent P. L. Calhoun relieving.

Mrs. Charles Lutze and children attended the funeral of Miss Emma Grote in Van Horne October 17th. Miss Grote was a sister of Mrs. Lutze.

Several of the Perry office force have recently enjoyed some fine fish feeds, Agent Ray Farran of Spirit Lake having demonstrated his ability as a fisherman. W. F. Rink of the DF&PA office has been trying to find out just how come the lucky ones rate the perch, but we're not telling.

Arthur Heiser and wife went to Columbus, Ohio, the latter part of October to attend the golden wedding anniversary of Mrs. Heiser's parents, Mr. and Mrs. C. C. Salzgeber. All of the children in the family were home for the occasion.

Gus Vath, for a number of years a machinist in the Perry shops was renewing old acquaintances in Perry the latter part of October. Gus and his wife, who are now living in Dubuque, came to Des Moines to attend Grand Chapter of the Eastern Star.

Frank Cory, station helper at Coon Rapids, has taken a leave of absence to try out some other work. Donald Dollarhide is on the job until Frank returns to work or the job is bulletined.

Engineer Thomas Wilcox will never tell anyone that he thinks the mumps is a childish disease, as he was off duty several weeks when he contracted the disease.

Miss Mary Reel, daughter of Conductor J. M. Reel, took time off from her work at the First National Bank to make a trip to Omaha to attend the marriage of her cousin, Miss Margaret Sarah Tolbert. Miss Tolbert, who is the only daughter of Conductor and Mrs. Lee Tolbert, was married October 23rd to attorney Charles O'Brien of Lincoln, Neb. The young people will live in Omaha.

Conductor J. M. Reel took advantage of a forced vacation due to an arm injury to go to Seattle to visit an aged aunt, the latter part of October. Mrs. Reel accompanied him and they saw a number of former lines east employes on the trip.

Perry has had a couple of new perishable freight inspectors during the last few weeks. The job which was abolished during the summer months was put on again November 1st. George McCamant from the Union street station came out with the new Mrs. McCamant, to take charge of the position, but decided after a week to go back to his regular job in Chicago. Claude O'Brien came down from Minneapolis to relieve Mr. McCamant.

Frank Dahos, of the Perry freight platform force, who spends a lot of his spare time in the woods, brought in some mushrooms recently which were quite a surprise



Rainbow Trout Caught by John Melcher, Steel Erection Foreman, in Alder Creek on the St. Maries Branch Near Elk River, Idaho.

to his friends. One of them tipped the scale beams at exactly five pounds. Frank treated a number of his friends to some of the delicacies, taking the rest home, where his mother dried them for use during the winter.

Charles Stoner, son of Engineer Jerry Stoner, and one of the stars of the Perry football team, had the misfortune to develop some infection in an ankle injury, which kept him out of the last few games the high school team played during the season.

Engineer H. Colburn has been off duty for some time on account of sickness. His son, Frank, and wife, came from Greensboro, N. C., during the forepart of November to visit with him.

The train and engine men are not the only ones who are losing weight by following Dr. Metz' diet, as they tell me that the correspondent at Kansas City has taken off pounds and pounds since starting the diet. She is said to be fitting around Coburg yard like a fairy. However, personal experience in losing weight still confirms my belief that I will never be able to fill Miss Clifford's shoes, even with the aid of an extra pair of hose, and the next time I dress up with a new pair of shoes and go to Kansas City, I shall take along a pair of picnic shoes, in case there might be another picnic in the offing.

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

R. R. T.

MR. GEORGE HAMES, who was formerly employed at the freighthouse at Spokane, died on October 10th at the age of 78 years.

Mrs. Anderson, wife of Joe Anderson, well known member of the Spokane switching forces, was recently twice called to Seattle by the serious illness of their daughter, living there. A major operation had to be performed. A few days after Mrs. Anderson had gone to the daughter's bedside, Mr. Anderson was also called because of the very serious condition of the patient. The operation was successful and as the patient was getting along well, Joe came back to work.

Andrew Bullwinkel, district claim adjuster at Spokane, and his family are at this writing enjoying a visit from his son, William, who is a resident of Los Angeles, California, and came home for a few weeks.

Mrs. Ellis, wife of W. W. Ellis, night clerk at Spokane, went to Portland October 15th, to see their newest grandchild, born to their daughter, the wife of Dr. Floyd Utley. Mr. Ellis and their sons Max and Bill "batched" it in the meanwhile; despite their assertions that they were getting along beautifully, they greeted mother's return with great enthusiasm.

On October 22nd the Milwaukee Women's Club at Spokane gave a luncheon at their club room at the Union Depot, which was largely patronized by the Milwaukee men folk. We leave the details of this to their own secretary and merely refer to it here because Mrs. O'Leary, daughter of Mr. and Mrs. Carl Lillwitz (Mr. Lillwitz, as our readers know, being clerk to Mr. George Hill, assistant superintendent at Spokane), on this occasion delivered a very interesting and colorful address on life in Alaska. Mrs. O'Leary is at present visiting her parents, until navigation opens in the spring; she has been a resident of Nome for several years, having been in hospital work there previous to her marriage.

The chicken and deer season being open last month, our local nimrods went out proposing to do great things, but with few exceptions their success was not as great as we had been led to anticipate. Lloyd Modeland, foreman of the first trick switch engine, took Wm. McBride, traffic manager of the Ohio Match Company, off to show him how, but they had little to re-

port. John Stiltz, of the second trick switch engine, was away for a week hunting deer in the wilds toward the Canadian border; Mrs. Stiltz, who is quite a hunter in her own right, went along to see that it was done right, but they came back without the deer which a friendly farmer up there had tied up for John; the buck had evidently smelled a mouse and had chewed off the rope. However, we can forgive John in view of the magnificent record which he made on the first day of the chicken season when he bagged three pheasants—the limit—in four shots. Tad Rosenberger, of the Spokane roundhouse force, succeeded in getting a few "huns." Tad, by the way, made a magnificent catch of trout some time ago which escaped our notice at the time. Ted Novotny, first trick switch tender at the Union Station, the ace among our local sportsmen—the fact is undisputed; he admits it himself—got a few chickens, enough to uphold his reputation, but Clyde Cox, Transcontinental Freight Bureau inspector, who accompanied him, got nothing for his trouble. Herman Faltscheer, of the roundhouse force, who is another of our hunting experts, has turned in no reports, so that we must believe that there was nothing to report. Engineer Louis Dulik (of Numbers 63 and 64) also was hunting, but has since observed a discreet silence, so that we may draw our own conclusions. Jess Jones, of the first trick switch crew, browsed around in the wilderness around Lake Sullivan, where he has his hunting lodge, with no great success, but he scored a great success right here at home, in the Spokane River, above the city. Mrs. Jones and he were fishing when Mrs. Jones made a strike. She fought the fish with all her strength, but he was too much for her and she had to call for help from her hubby. Their joint efforts finally landed the prize: a seven and a half pound cutthroat; none near as large as that have been caught here in years. We defy Dan Verheek, car foreman at Raymond and admittedly the best Milwaukee fisherman on the coast, to produce anything like it.

Engineer Ed Maxwell is back on the second trick switch engine at Spokane after a prolonged absence, due to work on his valley farm. Engineer Joe Morisette, whom he relieved, is not working at this writing.

We should have included among the successful hunters Engineer W. S. Clinton of the Pend d' Oreille passenger run, who was away for the better part of two weeks recently hunting in the Priest Lake country, but is now back at work. His score on chickens was not so good, but he got a deer, anyway. While he was away, Engineer W. G. Sisson and Carl Muller relieved on that run.

Engineer Wm. Schultz of Nos. 15 and 16, has been off duty for some time; we understand it is due to some ailment in one of his arms but have not heard the details. We hope he may soon be able to work again.

Engineer Bert Nolan, also of Nos. 15 and 16, has been off for several trips at this writing, due to a severe cold; we hope it is nothing more serious.

Joe James, foreman of the second trick switch engine at Spokane, who is a real football enthusiast, together with his wife, recently took a day off to see the game at Pullman between Washington State College and the University of Washington, in spite of the unseasonably cold day. Notwithstanding his cheers, W. S. C. lost the game—to the great disappointment of all of us, as we are all W. S. C. rooters. We forgot to mention the fact, by the way, that Joe is also sporting a new car, and Al Neis, also a popular member of our switching staff, likewise has one which is almost as good as new. At this writing, Messrs. Joe James and John Stiltz, of the switching force, are both at home, sick in bed; we hope they will soon be out again.

We regret to learn that Mrs. McIlmoyle, wife of claim clerk at Spokane local office, is at present at a local hospital, due to a very severe case of heart trouble. We

offer our best wishes for her early and complete recovery. Mrs. Toma, wife of Nick Toma, janitor at the local office, who is also in a hospital suffering from the same disease, is reported somewhat better, we are glad to hear.

Engineer Bill Crossman, who works out of Spokane, but has his home in Yakima, was kept so busy on the extra board that he ran entirely out of laundry, being unable to get off long enough to go home and get a clean shirt. In fact he contracted a cold purposely to have an excuse to go, but the stonyhearted roundhouse officials kept putting him off so long that his cold got well, much to his disgust, and then of course he had no excuse at all to get away. At last reports he was headed for down town to buy a shirt.

Dubuque—Illinois Divn.—2nd Dist.

E. L. S.

MR. J. J. GALLAGHER, of Marquette, recently employed as a helper at Marquette passenger and freight station, and at one time a yardmaster at that station, passed away at Marquette Monday, Oct. 21st, following a stroke. He was ill only a short time. We extend sympathy to the bereaved family.

Conductor L. E. Dunham, recently employed as passenger conductor on 35 and 38, passed away at a hospital in Milwaukee Oct. 29th, after a severe illness of several weeks, following a prolonged illness of about a year for which he had been off duty several times. Mr. Dunham entered the service of the Company in June, 1892, as a brakeman, promoted to conductor in October, 1902. During this period he was employed as a freight conductor on both main and branch lines, and for the past several years was a passenger conductor on trains 35 and 38. Funeral services were conducted at LaCrosse, and interment made in LaCrosse cemetery Oct. 31st. Sincere sympathy is extended to Mrs. Dunham and children.

Chas. Hughes, fireman, who had been seriously ill for some time, has recovered and has been on the job several times since his illness.

Our dream for a new office is at last to be realized, as the foundation has been laid and work is progressing rapidly. Said new building, one story frame, is located at Dub. Shops near the old roundhouse office, and will house the following Departments: train master, chief dispr. and dispatchers, yardmaster, roundhouse foremen, police department, enginemen's and switchmen's locker rooms, etc. If everything goes as planned, it is estimated we will be in our new home about Jan. 1st or sooner.

A new 75-ton scale is also nearing completion at Dub. Shops.

Conductor J. S. Kinder, for many years on trains 404-471, a mixed run on the Preston Line, is now in service as psgr. conductor on 35-38 on the main line since Oct. 12th. Condr. W. W. Graham, formerly on the north end assignments has taken the job left vacant by Mr. Kinder's transfer to passenger service.

Engineer M. C. Boleyn has taken a job on the day switch engine at Dub. Shops, and Engr. Welsh is now on the north end assignments 89-67-76 and 72 in place of Mr. Boleyn.

The new truck service contemplated for some time on the West Union Line, commenced operating Nov. 11th. The truck makes a round trip daily except Sunday from West Union to Turkey River and return on about the same schedule as former trains 204-233. Rail service is being operated twice weekly from Dub. Shops to West Union and return to Dub. Shops on Mondays and Wednesdays, and these trains will be numbered 289 and 268 in the next issue of our timetable. This new service displaces Condr. C. H. Clark, Engr. W. H. Luther and Brkmn. F. Wells.

Conductor and Mrs. P. J. Handley spent a week at Excelsior Springs fore part of October.

By the way, have you met our conductor, Pat J. Handley? If not, this will introduce him to you. Mr. Handley is a veteran conductor of 43 years' service, having entered the service in May, 1892, as a brakeman. While "Pat" is not the oldest veteran conductor in either age or seniority, on our Division, he is considered undoubtedly the most popular, not only among his own craftsmen, but by all craftsmen in and around the Division. "Pat" is known by everyone for his many kindly acts and friendly smile, and has won for the Milwaukee Road many patrons because of his willing and efficient service. His partner in labor is none other than Anthony (Tony) Wagner, engineer, who has been pulling Pat's trains for quite a few years, or ever since the assignments on the north end of 89-67-76 and 72 between Dub. Shops and LaCrosse. They are inseparable, this popular Irishman and self-styled German, and how they do get along together! May Pat and Tony continue in this service as partners for many years to come!

Conductor Handley is considered a Safety First man, and very much interested in Claim Prevention, and employes and officers have enjoyed many of his witty and helpful speeches in this connection at our regular meetings.

N.B.—We would have liked to have furnished a photo of Mr. Handley with the above write-up, but the gentleman, we fear, is too modest to permit us to publish one.

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

Nora B. Decco

SUPPOSE you are among those who said last year at this time that you would buy your Christmas presents in September one at a time and lay them away . . . etc. . . etc. So did we, but we will all be together somewhere between the 22nd and the 24th rushing madly around, all doing the same thing all over again and all being sure it will never happen again to us . . . but it will. It's a nice sort of madness, however, and here's to the Season and may you all get everything you wish for and then some.

Chester Bales and Engr. McKenna went duck hunting and it snowed a foot on the level and they ran right into five hundred ducks or at least they looked that many and "what, no shells, well you said, and you said you would" at least that's what we hear anyway . . . one said they spent two hours hunting and another two hours hunting the guide; which one was the guide I can't say. They both own the same gold mine so they have to stick together.

Conductor John Rice and wife of Deer Lodge have just returned from a visit with their son in Salt Lake and while they were there they also took a good look at their new grandson. John says he will do all right and he thinks he would like him.

Engr. J. J. Flynn made a trip over to Salt Lake also first of the month to see his son, who works for the Telegram there.

We are glad to report the continued improvement of Marie Kirwan, daughter of Condr. Kirwan of this division, who was so badly injured in the terrible earthquakes in Helena during October, after the second earthquake, she was taken from the hospital with many other patients and taken to her home in Deer Lodge, where she is doing very well considering the serious injuries she received when the front wall of her apartment house fell just as she stepped out the door and almost completely covered her.

Mrs. Josephine Scott, sister of Charles Rader, has gone to California for a few weeks' visit, with friends and relatives there during this early winter of ours; she is wise.

Mrs. Pears, mother of Mrs. Warren Dixon, arrived Nov. 16th, from Idaho to make her daughter a visit.

Mr. and Mrs. O. R. Kettle have returned from a trip to Canada and Mr. Kettle is on the sick list at present.

Mrs. C. R. Johnson, who has moved to Bozeman, has been quite ill there but is improved at this writing. We hope for her speedy recovery.

Mr. and Mrs. Mat Zeller passed through our city riding in a nice new car which they had just bought in the east, and after a visit with relatives in Iowa and Pennsylvania were returning home to Portland.

We regret to write of the death in Seattle of Mr. M. G. Murray, district freight and passenger agent for our line at Butte for many years. Mr. Murray had been ill for some time and his death was not unexpected. He passed on November 8th. His wife survives him.

Mr. Murray came here from Mason City, Ia., in April, 1914, and was placed in the position he held at the time of his death in 1935. He was a very popular man and we offer our most sincere sympathy to Mrs. Murray in this loss.

Mr. R. M. Fields from Spokane has been appointed to fill the vacancy caused by Mr. Murray's death.

We offer Mrs. H. C. Rector our sympathy in the death of her youngest sister, who died early in November in Milwaukee.

Omitted from our last month's correspondence was the death in Topeka, Kan., of a brother of Engineer George Brentnall of this division. Mr. and Mrs. Brentnall went to Kansas. We extend our sympathy to Mr. Brentnall and family.

Mrs. Elizabeth Green of Loweth died November 1 after a short illness. Mrs. Green was the mother of Mrs. Sparks at Loweth and of Mrs. Donovan and Mrs. Brewer of Ringling. We extend our deepest sympathy to these daughters in the loss of a well loved and kindly woman, and one of my old friends.

Another sudden death was that on Sunday morning, Nov. 17th, at Butte, of Mark Deeble while about to start to work at the Milwaukee station. Mr. Deeble was at one time baggageman at Butte, and since that time was in the passenger station ticket office for some time. He was also baggage agent during the summer season at Three Forks the first year of the opening of Yellowstone National Park, entrance at this place. He was well known and liked by everyone and the division extends deepest sympathy to the wife and family left behind.

The most unheard of thing has happened. We have some notes sent us two different months from the west end. Now if this isn't my luck, please tell me whoe-it? Many thanks to the sender, anyway. If they only knew how these things do help. Send some more.

Agent Logan of Deer Lodge returned from his vacation looking fine and fit for work again. He has to be measured for a new vest as it seems the most consistent thing he did while away was eat. He reports a very enjoyable vacation and it did him a world of good.

Jacy Lacy, who pinch hits for our G. Y. M. at Deer Lodge, is taking his vacation in California.

E. P. Brinks has been checked in as agent at Alberton, relieving B. E. McElhiney, who intends to spend several months on the coast.

Rosy Duell is back again on 15 and 15 west of Deer Lodge. Harry Vandercook, displaced by Mr. Duell, is on 7 and 8 for part of the month and the rest of the time he spends on the Blackfoot branch on the log run.

Harry Spears, our west end R. M., has been quite busy of late distributing gravel and ballasting track in the Bitter Roots and preparing for a long winter, as is his usual custom at this time of the year.

From the success of the crews out of Alberton we would say that the deer are considerably depleted in numbers. Conductor Frank Marquette, being the only hunter showing compassion, and that being because we understand that the barrel on the 7 M. M. must be warped.

Clerk Greetan and Operator Coon did

not give up the hunt, either. They enlist- ed Operators Whaley and Field as aids. Field was called home on account of mumps in the family. Whaley caught a cold. Greetan's lay-off ran out and Coon finally located their pet, but had passed away, evidently from old age.

La Crosse River Division, Second District

Ira G. Wallace

LOUIS WOHLERTS has returned to his regular job as section foreman after spending the summer as extra gang foreman on the Wisconsin Valley Division and Northern Iowa.

A. E. Erickson, the agent at Hastings, journeyed all the way to Champaign, Ill., to see Illinois defeat Iowa, but when met at the station on his return, stated that the old home state of Iowa has one real team.

John Shafer has been assigned as brakeman on the Cannon Falls line.

Red Bartels, our leading sportsman by his own admission, after cleaning the surrounding lakes and streams of fish during the summer, made a long jaunt to southern Minnesota and returned with a nice pheasant.

Mrs. Chas. Witzke is now convalescing at her home as a result of a major operation at a Red Wing hospital; and is reported to be well on the road to recovery.

L. C. Tackaberry has been assigned to the 3rd trick at Red Wing and Frank Beck will replace him as agent at Caunon Falls. The fulfillment of the assignments is expected in the near future.

Ben Rogala, fireman, has returned to Winona after working the past several months on the Red Wing switch. Bruce Patterson is now filling his former position. Elmer Wall has taken the position of operator at Eau Claire and Paul Haman has replaced him in his former position at 3rd trick at Winona.

Bids have been let for the remodeling of the freight office at Eau Claire which is to be of brick veneer and modern throughout. The present freight office was built in 1882 and a new one will be greatly appreciated.

The Eau Claire office staff will be greatly relieved when the football games are over, as Stan Ostrom thinks that the boys have nothing to do except to keep him posted on the Minnesota scores. Should Minnesota ever lose a game, someone would have to get Stan the smelling salts.

Bones McMillan isn't as good at picking the winners in football as he was during the world series. (Ask Engr. Koch.)

Jos. Schmidt, who was seriously injured in an accident while on a line pole, was



The above snap shot of Conar, L. W. Hebert and Engr. Geo. S. Cavanaugh is perhaps the oldest team operating a passenger train between Chicago and the Coast Line at the present time. "Dad" Hebert, as he is most familiarly known to the River Divn. boys, will be 73 years of age next May and has been in continuous service on the River Divn. since Oct. 2, 1882. George Cavanaugh will be 73 in March, and has been in service two months longer than "Dad." These young fellows operate No. 5 and 6 between Minneapolis and La Crosse, and make the round trip every other day.

able to leave the hospital a short time ago and returned to his home in Milwaukee.

The first of a series of Milwaukee parties was held at the Izaak Walton Club House at Red Wing Nov. 8th, and was attended by eighty employes and their families. A wonderful supper was served at 6:30, which was followed by dancing and cards. Numerous old time dances were given by Mr. and Mrs. L. Wohlert, while musical selections were played by Emil Olson and Harry Tebbe. Many pleasant parties are anticipated by all during the long winter months.

The New Hub of the I. & D.

Wm. Lagan

AN interesting meeting of the Platte- Stickey Lines Agents Traffic Club was held at Wagner, S. D., October 10th. There was a good attendance and many interesting and instructive subjects were discussed.

Operator K. V. Gray has been assigned to the position of operator at Charter Oak.

Conductor W. B. Anderson of Sioux City enjoyed a hunting trip around Mitchell, S. D., recently and reports a very successful trip.

Agent B. L. Dwyer of Tyndall, S. D., has returned to work after being on the sick list for about three months. His many friends will be glad to know that he is feeling much better.

Agent Geo. Kohls, division chairman of the O. R. T. is making his annual visit over the division.

Ticket agent L. F. West has returned from a trip to New York City where he was a guest of the French Steamship Lines. While in New York Mr. West enjoyed a visit to the World's Largest passenger ship, the Normandie.

The annual visit of the Milwaukee Medical car found most of the men in Sioux Falls in good condition. However there are going to be a few of them who will have to cut out the pork chops and roast beef for a while and take to lettuce sandwiches, etc., to cut down the waist line a little.

Chief Dispatcher H. L. Hoskins, of Sioux City, Ia., had the honor of being elected president of the veterans of the Russian Railway Service Corps of the American army which saw service in Russia during the World War. The annual convention was held in Sioux City this year.

The Milwaukee Road had three football specials on the division during the month of November. One from Omaha, Neb., to Vermilion, S. D., one from Vermilion, S. D., to Sioux Falls, S. D., and one from Mitchell, S. D., to Yankton, S. D.

Demurrage Inspector M. K. Darnell of Chicago, Ill., attended to business in Sioux Falls, S. D., November 11th.

General Agent W. D. Griffiths of Sioux Falls, S. D., has been one of the representatives of the Milwaukee Road at truck hearings held at Woonsocket and Huron, S. D., recently.

Seattle General Offices

M. W. N.

THIS is the day of the specialist in all professional lines, and THE MILWAU- KEE ROAD, always up to date, has specialty solicitors in the Seattle City freight office. Several lines are represented by expert men, but for the December issue of the magazine, under the head of "Timely Topics," we present Mr. Mac Barnhart, reindeer solicitor. Mr. Barnhart has been very active in this line, and yesterday solicited and forwarded to the east a carload of reindeer which he secured from an Esquimaux shipper in competition with other lines. He did it all without the aid of a Santa Claus suit, too, although it is rumored he carries a full line of blue beads, bright bits of cloth and metal, mirror ornaments, and a fine supply of gum-drops.

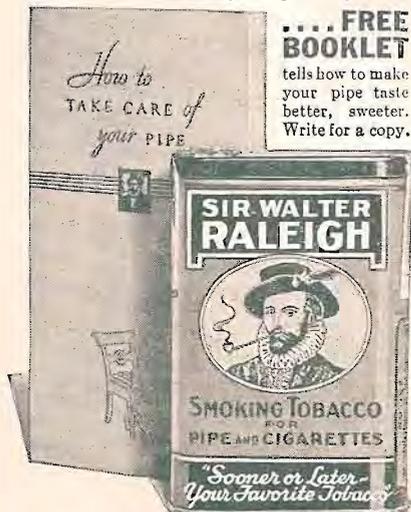
It looks good to see Mr. E. B. Crane here and there about the building again. He has completely recovered from the late



"IS THERE A DOCTOR IN THE HOUSE?"

THE dame doesn't need a doctor. Just let the hero clean out his gassy briar and send out for a tin of the tobacco that's swell to smell and cooler to smoke—and let the play go on to a happy end. Sir Walter Raleigh is the mildest, pleasantest blend of well-aged Kentucky Burls ever offered to men who like pipes but dislike pipe-nip. Exaggeration? Can't be—sales growth says it's simple truth. Try a tin kept fresh in heavy gold foil and rave with us.

Brown & Williamson Tobacco Corporation
Louisville, Kentucky, Dept. K-512



It's 15¢—AND IT'S MILDER

unpleasantness, occurring when his automobile collided with a car whose driver considered arterial stops a needless annoyance. Mr. Crane did a little stretch in the hospital after the debris was cleared up, but now looks as good as new.

Mrs. Anne Hawkins, of Mr. M. E. Randall's office at Great Falls, was a visitor in the General Offices last week. Mrs. Hawkins has been vacationing in California, and stopped in Seattle on her return trip to Great Falls.

While bowling is a favorite pastime at this time of the year, and many leagues are operating in Seattle, we are quite surprised on picking up a Sunday paper, to note that our versatile General Freight Agent rolled three games, with a total of 580 points. This is good bowling for any man's league, and as Mr. Kellogg hasn't bowled for three years, we can't help wondering what he could do if he really went into the thing.

An always welcome visitor in the Seattle offices is Mrs. D. J. O'Brien, the former Claire Shappee. Mrs. O'Brien was exhibiting pictures of a beautiful new boat, acquired by herself and "Danny." It is a very trim looking shiplet, boasting accommodations for six, and no doubt the O'Briens will spend many happy hours in it on the various scenic waterways of this district.

A new and good-looking addition to the clerical force of the Transportation Department is Mr. M. B. Spurling, who succeeded Mrs. Annette Standaert. Mr. Spurling is a brother of Mr. Roger Spurling, of the General Adjuster's office.

If the Brain Trust is looking for some business men of unusual acumen, we recommend the officers of the Milwaukee Thrift Club. Today was the pay-off, and the year's business of the Club has been managed with such canny consideration of values that a handsome interest premium has been earned for each member. With their slogan of "A Penny a Day Keeps the Sheriff Away" the officers have made savings a pleasure, and loans a racket, to the benefit of all concerned.

Chicago Terminals

Guy E. Sampson

WELL this is the month of Christmas and before another issue of the Magazine comes off the press, old Santa will have made the rounds and dealt with each of us as usual—according to how prosperous our loved ones have been these past few months. Well, we wish for everyone (whether they get a lot of presents or not) Health and Happiness to the fullest degree.

We are compelled to write of sadness in our midst this month. On October 11th, while at work, one of our oldest switchmen, Wm. Ormsby, was injured to the extent that he passed away on the 14th without recovering consciousness. He leaves a widow, Mrs. Maud Ormsby, to whom we all extend our sincere sympathy. On the same day Mr. Ormsby received his injury, another switchman, Wm. Folger, lost one of his feet in another accident. He, however, is recovering nicely—except for the loss of his foot. These accidents have caused a big dent in the terminals' Safety Record, a dent that can never be repaired, and we that are still on the job can only insure ourselves against like accidents by keeping ever in mind what happened to our associates. Some accidents mean death, others going through life in a crippled condition. May we all become more Safety Conscious day by day and assist in keeping our record as white as possible.

Another old-timer in the terminals, Mr. James Coward, suffered a heart attack while at work and suddenly passed away. Jim was well known among the boys, all of whom express their sympathy to his mourning family. His body was taken to his old home in Indiana for burial.

And wonders never cease. "Old Man Kickapoo," after walking (and running) for almost sixty years, has finally purchased an auto and he and his good wife are seen daily taking a spin around the country just

for practice (he says), but for the pleasure of going places, Mrs. Sampson says. Guess both are right. Guy says he is going to drive to Milwaukee and see his old chum, E. J. Brown, some nice day.

As Miss Schmidt worked in Mr. McPhearson's office so long, we expect some of the general office correspondents will report her marriage, but as Marion lived at Bensenville, we've just got to report it, too. On Wednesday, October 30th, Mr. Edward J. Hennesy of Franklin Park, and a switchman on the Indiana Harbor Belt railway, and Miss Marion Schmidt of Bensenville, an employe of the Milwaukee railway for the past nine years, were quietly married. Only close relatives attended and after the wedding dinner at the home of the bride's parents, the young couple departed for New Orleans for a short honeymoon trip. And so two railroads and their employes are congratulating these two employes who have joined together for a happy and prosperous life—or that is what we all wish for them.

We are also informed that the Wabash railroad has a young man whose people are connected at least with that railroad system, who is soon to come to our midst and take away the daughter of a Milwaukee railroad engineer as his wife. Well, these railroad people seem to stick together for better or for worse and we all hope the former. No doubt more about this happy event next month.

Mrs. Tompkins, wife of Switchman Albert Tompkins, and daughter, Winifred, were at Excelsior Springs the latter part of October, where Mrs. Tompkins took treatments for rheumatic trouble. She returned very much improved, for which we are all thankful.

On Tuesday, November 5th, car department employe Frank Koebelman and his good wife celebrated their 14th wedding anniversary and on November 2nd Switchman LaVern Smethurst and his wife also celebrated their 14th year of married happiness. And a week later Harry Miller and his wife celebrated their 25th. Lots of celebrations.

Chief Car Clerk Wm. Bishop is back in the harness after several months of illness. All glad to see you back, Billie.

Engineer Harvey Cregmile and Switchman LaVern Smethurst enjoyed a few days' pheasant hunting in Dell Rapids, So. Dak., the first of the month.

Engineer Roy Lange, Switchman Wm. Sartwell, and Mr. Ryan's chief clerk, Al Thor, also took advantage of the open season in South Dakota and went there to bring back their full quota of pheasants. All who went west say the Milwaukee railroad goes to the best hunting and fishing points in the U. S. A. Well, they are all loyal employes and should advertise their own road, especially when every word is the gospel truth.

Machinist Wm. Peck and wife went to Pittsburg, Kansas, for a few days' visit this month.

Mrs. Wade Williams and Mrs. Walter Madill, the wives of two Illinois Div. engineers, visited Excelsior Springs for their health the latter part of October. Both report having enjoyed their stay in that popular resort very much. And the Springs can be reached via the Milwaukee railroad very easily.

Car Clerk Tom Collins was the victim of a perfect surprise party on his 60th birthday. In fact the boys were all in and seated before Tom knew there was even going to be any celebration. But what a time they all had, after Tom came to. Congratulations, Tom. May you see many more happy returns of that day.

We are informed that general Yardmaster Metcalf of Galewood has quit playing the ponies and had decided to save up a neat sum to purchase some beautiful Christmas presents, when, wow, all of a sudden he was made the victim of a hold-up and had to hand over \$78 in cold cash to his assailants. Now he is wondering if he wouldn't have had more sport placing it on the horse's nose than in the holdup man's hands. Well, maybe so.

Wisconsin Valley Division

Lillian

LADIES of the "Railroad Conductors" entertained on Oct. 28th during the afternoon, at the home of Mrs. J. E. Dexter in honor of Mrs. W. C. Milne of Cedar City, Utah. Favors in bridge were won by Mrs. H. J. Schaupp, Mrs. Ernest Morin and Mrs. Thomas McCarthy. A guest prize was presented to Mrs. Milne. Mrs. C. H. Randby of Merrill was an out of town guest.

Mr. and Mrs. Frank Duvie left for New Orleans to spend two weeks with their son-in-law and daughter, Dr. and Mrs. J. O. Flood.

Mrs. Mary E. Kammerer, mother of Mrs. Clarence Chagnon passed away at her home on Monday evening, Oct. 14th, after a short illness. Funeral took place on Wednesday afternoon and interment was at Pine Grove Cemetery. Sympathy is extended to Mr. and Mrs. Chagnon and relatives.

The marriage of Miss Patricia McGinley, daughter of Mrs. P. F. McGinley and Joseph P. Doheny of Merrill, was solemnized last month. The wedding marches were played by Mrs. F. B. Conway. The couple was attended by the bride's sister and brother, Miss Margaret McGinley and Franklin McGinley. The wedding breakfast was served at Hotel Wausau with only the immediate family present. Mr. and Mrs. Doheny will spend their honeymoon in Northern Wisconsin and will be at home to friends after December 1st. Congratulations and best wishes for the happy couple.

Mr. and Mrs. John Biringer left for Oakland, Calif., where they expect to remain for the winter.

The Misses Virginia and Phillips Lemay of LaCrosse spent several days as guests at the home of J. Violette at Tomahawk during the week of Oct. 22nd.

A tiger muskellouge, weighing 52 pounds, was on display in the Copes Hardware store window at Tomahawk, Wis., recently, having been caught by Gust Peterson, town of Birch chairman, and caught in Sand Lake. It is believed that this is the largest muskie ever taken from the waters of this vicinity. The fish was displayed at Minocqua before being brought to Tomahawk and was also taken to Merrill and put on display. Its length was 51½ inches and was 25 inches in girth.

Good Old Dubuque Shops

Lucille Millar

Santa Claus, Santa Claus,
You nice old jolly fellow,
We have some requests for you—
Please mark them down in yellow.
First, we need a rabbit's foot,
For over our office door—
We can't go into details,
But we need it there for sure.
Please bring to Willy Stafford
And annex to add to his room
For he won a one tube radio,
And he's simply cramped for room.
To Washington Boulevard Hospital
Take orchids from Oscar Ohde—
He says when laid up for repairs
Everyone there was simply okey.
To Andy Hilson bring a pole,
He's going fishing next Summer,
And to Titus Maus some roller skates,
Now won't that make him a hummer?
Bring a top to Clarence Horstfall,
For he spins a lot of yarns,
Some overshoes for Stanley Lange
In which to park his "barns."
Bring a brand new suit for Pat McGough
Of coveralls to wear
In his brand new office building—
(Boy, won't he put on the air?)
To Eddie Kiesele bring some spats
(He's moving in there too)
And to Charley Pullen some decoys
The kind you can't shoot through.
Bring Justine Brandt, for his old car,
Some wheels, an engine and body—
And to my boss some brand new kicks,
The ones he wears are shoddy.
Bob Sommers killed two dead rats cold,
He told us the other day—

WHO PAYS FOR YOUR LOST TIME?

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The CONTINENTAL CASUALTY COMPANY is willing to buy that time. Have your pay continue while disabled.

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MIL.

So a trap might come in handy;
In fact, 'twould be O. K.
Bring business, heaps of business,
To our Milwaukee Road,
The one Road in the Country
That lets us tote their load.

West I. & D. Division

Edna Bintliff

BOWLING seems to be uppermost in the minds of most of the Milwaukee sport fans at Mitchell. We have a ladies' bowling league, a regular Milwaukee team and several independent teams. H. B. Peterson is probably the leader in enthusiasm for this sport, but quite a few will make close seconds if they continue with their pin rolling. Helen, for instance, has played only one game, but is ready to settle down to making it her winter's work. Louise Lane spends her spare time in the diversion, but Clarence Wangnass, who plays and wins with a broken ankle deserves the sweepstake prize.

Besides bowling there was hunting, both great and small. Stanley Core rates high in the greatest number of birds raised but not felled. He can find them, but not take them. Fred Wilson is now called

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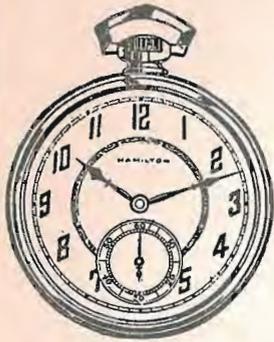
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CHICAGO

"sure-hit Freddy," with 100 per cent average. Fay can pick them up better than anyone else, after they fall. Probably the saddest story is the one in which Paul had a chance to go deer hunting, free, with no money involved, and the weather intervened.

Mrs. Colvin of the Express office is up and around again and expects to be back on the job, after several months of hospitalization.

Among those attending the Iowa-Minnesota football game, were Perry Paullin, Ed Hatzehbuhler, Jack West and Clarence Wangnass. A grand time was reported by everyone who attended, and we know it must have been an exiting game, from the score.

Dennis Shea and wife are spending the winter in California. Mr. Shea is an engineer on the West I. & D.

Mr. and Mrs. S. M. Grundland have returned from Los Angeles, California, having spent several months with their son, who has been ill.

"Bob" Quass and wife report a wonderful trip taken to the "Hills" this fall. They went by way of Pierre, making a stop at the Henry Diehl home, southeast of Colton. Mr. Diehl was a former Black Hills engineer. He now has a large herd of cattle and a fine home on his ranch. Visits were made in the Spearfish valley, at the Belle Fourche sugar beet factory and at Fort Meade, enroute to Rapid City. The entire trip ran up into about 1200 miles.

Many things seem to be disappearing around these "diggings," for instance, E. H. P.'s car; the 1-12 gauge Browning shotgun owned by Emil Helander, and Axel Peterson's cat. Both the car and cat have come home, but the gun is still at large. Charles Dondelinger and Fay Higgins as-

sist in keeping the cat satisfied in his home environment by furnishing bull-heads.

Jack O'Neil is at St. Joe hospital, where he submitted to an operation Thursday, November 7th. He is recovering nicely.

Mrs. H. B. Peterson and Mrs. Fred Wilson spent some time in Chicago recently, visiting at the home of Mrs. Peterson's daughter.

Mr. E. W. Chase, agent at Inwood, was a patient in the hospital recently; he is now back on the job.

LaCrosse-River Division, First District

Scoop

W. C. SCOTT, perishable inspector, Lines East, has a new boss at his house. Her name is June Shirley Scott, born in October.

W. Smith, the tall relief agent-operator from Wyocena also reports a new boss, a daughter born in October. Congratulations are in order!

J. W. Blossingham, dispatcher LaCrosse terminals, laid off a few days, chicken hunting. If he got as many chickens as Wicke Luek did fish, he did well. Wicke recently went to Wisconsin Dells after pike and says while he was there, four fish were caught, and added, "I caught the four of them." Jim Brown, take notice.

Portage Yard is to have new cinder pits of concrete construction and a new steel water tank. Construction is now under way.

We also have a perishable freight inspector, Mr. E. C. Koepke, on duty at Portage. We have had none since last summer and sure are glad to have one again.

Mike Keaveny, yard detective, is on the alert for canned heaters.

Recently a gang of eight were rounded up and deported.

If you want to know how business is, just try to lay off.

Timekeeper Miller, LaCrosse, says at last the depression is over as far as he is concerned. Claims he played different pools for 17 years but never struck a winner till this year when he copped \$1.50 on a couple pools. He is now only 20 cents in the red.

Clarence Stolz of the asst. supt.'s office has been making quite frequent trips to Tomah of late. What's the matter, Clarence, won't she come to LaCrosse to see you any more?

John Loftus, the genial roadmaster at LaCrosse proved recently that he knows his football by winning the pool from among 22 other participants. Erick is still champion on individual games as he sticks to Notre Dame.

The superintendent's office has been modernized by the addition of a dictaphone. Erick is seriously thinking of taking a course in electrical engineering in order to properly keep the thing functioning. He demonstrated lately by finding a loose connection and "Stethoscope Al" says it's pretty hard to keep track of things while wearing the head phones.

Anybody want a pencil? See Carl. Incidentally Carl used to have an edge on

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everyone when it came to wearing torrid colored shirts. Of late he has been having a little competition. Mark seems to be getting the best of him.

Earl Hazelwood was a spectator at "a Night in Old Mexico," recently produced intact by a group of originals from sunny Hollywood. He reports it was a great show and is sorry he didn't attend both nights. Incidentally, the show arrived via the Hiawatha.

Rumor has it that our handsome third ticket clerk at LaCrosse is spending considerable time in the vicinity of 19th street.

Better give us some advance notice, Erwin, if it's serious, but don't do anything rash 'till after Xmas.

It is now conductors Dodd and Blackstone on the Hiawatha displacing conductors Nichols and Taylor.

J. F. Voltz, retired train dispatcher, now living in Milwaukee, was hit by an auto and quite seriously hurt, being unconscious for two days. Last reports are that he is improving slowly. We all hope Julius will make a speedy recovery.

Soliloquy of a Lineman
Henry sat in silent contemplation,
On the many wrongs of man;
The M.&P. way freight was late,
Henry had not ate.
Sighed he, "Oh, 'tis an unhappy lad I am."

There was no joy in Henry's soul,
He'd cut enough brush to fill the Rose Bowl.
Sez he, "I've had enough of the New Deal,
What I want now is a good meal
And devil a bite will I ate,
'Til I get to Watertown on fifty-eight."

Kansas City Division

K. M. G.

THE death of the mother of Operator Lloyd Calloway occurred at Rock Island, Ill., on October 17. The remains were taken to Osgood, Mo., for burial.

Superintendent H. F. Gibson and wife, Savanna, Ill., were visitors for several days in Ottumwa in the home of Superintendent Givens in the latter part of November. Mr. Gibson made several visits in the office and we were all very glad to see him.

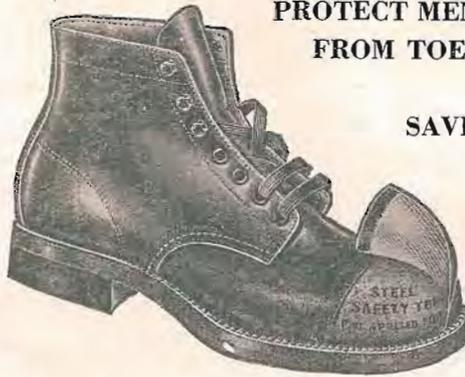
On November 1 the father of Conductor Levi C. Traul passed away at the home of his son in Blue Island, Ill. He had lived in Ottumwa for some time and was a Civil War veteran. He was 96 years of age at the time of his death. His body was brought to Ottumwa for funeral services and burial. Military services were held.

Mr. and Mrs. F. M. Barnoske were in Hastings, Nebr., for several days in November as guests of their son, Francis.

W. C. Givens, superintendent, was in Lafayette, Ind., for "Dad's Day" on November 16 and attended the football game played between Purdue and Iowa University. His son, Bill, is a student in the University of Purdue.

Mary Belle Tuomey, daughter of J. V. Tuomey, a former dispatcher on the Kansas City Division and now located in La Crosse, Wis., passed through Ottumwa on November 10 en route from Iowa City to

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SAVE SERIOUS SUFFERING!

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We are proud to have the opportunity to supply Safety Shoes for the C. M. St. P. & P. Holiday greetings to MILWAUKEE MAGAZINE readers, and may 1936 be a safe and happy year!

SAFETY FIRST SHOE CO. Holliston, Mass.

her home, having attended homecoming at Iowa City.

The mother of Conductor R. N. Sisk passed away on November 7. The funeral services were held on Saturday at 2 p. m. at the Daggett funeral home and burial was made in the Pleasant Corners cemetery.

Iowa (East) Division

John T. Raymond

MISS FLORENCE HAUSCHILDT, daughter of Mr. and Mrs. William Hauschildt of Manning, was married to Donald E. Gustafson of Greely, Iowa, Friday evening, September 6th, in Carroll, Iowa.

The couple was attended by Miss Bernice Campbell of Botna, Iowa, and Walter Hauschildt of Manning, Iowa, brother of the bride.

The bridegroom is relief agent for the Milwaukee railroad. They will make their home in Greely. The Employes Magazine extends best wishes.

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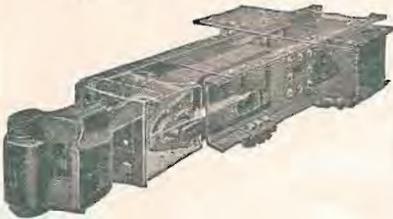
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Locomotive Engineer George Lines of Marion has been off several months on account of illness. He resumed work early in November on the Calmer line and was later transferred to the Eastern Division way freight.

Dispatcher L. A. Turner of Marion spent several days in Illinois the last week in October, where he was visiting relatives. Earle E. Edwards was relieving him.

Operator T. J. Allen of Miles, Iowa, returned home the 1st of November after several weeks' outing in Arizona and New Mexico. He also spent a few days with his brother in Cedar Edge, Colorado. He was accompanied on the trip by his mother and sister.

Mr. and Mrs. Frank Dlouhy of Marion visited with their son, Frank Dlouhy, Jr., and friends in Ottumwa and Des Moines.

Mr. and Mrs. W. H. Campbell of Seattle made a short visit with Mrs. Campbell's brother, Ben Hafner and wife, at Sabula, on October 10. They were en route to Chicago.

A CCC Special of twelve cars and 325 men from 17 to 28 years old, going from New Jersey and New York to Idaho, went through Marion November 7th. Trainmaster W. J. Hotchkiss rode the train from Savanna to Marion. Assistant Supt. W. J. Whalen took it from Marion to Omaha.

Conductor John F. Higgins of Monticello, who has been ill for a month, was reported on November 11th as much improved. Conductor Tom Costello has his run.

Mr. and Mrs. John Grote of Marion were called to Van Horn, Iowa, October 15, by the death of Mr. Grote's sister, Miss Emma Grote. Many friends extend their sympathies to Mr. Grote and family in their bereavement.

Mrs. O. Fohey returned home the middle of October from a visit in Joliet, Illinois. She also visited her two daughters in Elgin.

Conductor Frank Lafferty of Marion was ill for several days the latter part of October.

Conductor R. B. Eckhart of Marion has been putting in several weeks piloting the Western Union gang that are renewing wires and poles between Cedar Rapids and Atkins. The gang will proceed west.

Old-timers will be glad to hear from I. N. Conklin, who was a collector out of Marion and on the system a number of years ago. Mr. Conklin lives at Daytona Beach, Fla., and has just recovered from a severe illness. He keeps posted through our magazine about old friends. We advise him to

write to John Horan for the secret of long and happy living.

Miss Janet Miller of Milwaukee spent the week ending November 10 with her parents, Mr. and Mrs. Guy Miller of Marion. They attended the Iowa-Minnesota game at Iowa City.

Mr. and Mrs. Frank Cleveland of Marion returned home November 4th after a short visit in the home of their son, Walter, in Des Moines.

Mrs. Tom Costello of Marion spent a week visiting in Chicago early in November.

Operator Frank W. Bowers of Sabula Bridge has completed his 49th year in the service of the Milwaukee Road. Frank has made a lot of friends in all these years who are pleased to extend their congratulations on this fine achievement.

Locomotive Engineer G. W. McRae of Marion was absent for several days on account of illness.

Locomotive Engineer L. K. Owen of Marion spent a few days at the hospital at Iowa City. He found out his ailment was not serious enough for an operation, so he went to Perry, Iowa, to visit his daughter, Mrs. Emmerick, and family.

R. C. Blakesley of Milwaukee spent several days at Marion early in November on account of emergency wire trouble in underground cable at Marion.

Mrs. H. C. Van Wormer and Mrs. J. F. Coakley of Marion went to Rochester, Minn., October 20th, where Mrs. Van Wormer took medical treatment for several days. Mr. Van Wormer, accompanied by Mr. Coakley, drove to Rochester and returned to Marion the same day.

Agent J. B. Howe of Oneida was off duty a few days on account of illness; Donald Gustafson acted as relief agent.

Operator Marl J. Marchant of Marion accompanied his grandmother as far as Salt Lake City on her journey to California the latter part of October. E. F. Clausen acted as relief. Marl was gone about a week.

D. & I. Division—First District

E. S.

IT IS with deep regret that we report the passing away of Operator Charles T. Welch, whose death occurred at Savanna, Ill., Sunday afternoon, November 17, following a brief illness. Mr. Welch—"Speck," as he was known to his many friends—began service with the Milwaukee Railroad as operator at Corliss June 25, 1903, was operator in Savanna Yard Office for a number of years and agent at Dakota, Ill., from April 25, 1932 until April 21, 1933, when he accepted the position of leverman at the C. B. & Q. Tower, Savanna, continuing in that capacity up to the time of his death. Sincere sympathy of the D. & I. Division employees is extended to Mrs. Welch and other relatives.

The first of the series of departmental meetings sponsored by the Milwaukee Women's Club at Savanna was held on Monday evening, November 11, in the Lydia T. Byram Club House, with the Mechanical and Store Departments in charge. The 6:30 p. m. dinner was well attended by railroad employees and their families and following the business meeting a very enjoyable program was given. Readings were given by Miss Lucille Millard of Dubuque and Master James Bradley of Savanna, which proved to be delightfully entertaining. The boxing match between "Joe Lewis" (colored) and "Max Baer," two lads of about 12 years of age, proved to be quite an event with "Joe Lewis" representing the Mechanical Department and "Max Baer" the Store Department. This event was scheduled to settle an old feud that has existed between these two departments for many, many years—but as it ended in a draw, nothing has been settled so far. The climax to this bout was the challenge issued by Master Mechanic Mullen to Assistant Roundhouse Foreman Wm. Sheetz, which was accepted by Mr. Sheetz but by the time Mr. Sheetz had entered the ring and taken off his coat,

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Mr. Mullen was out of the ring and putting on his coat—we don't understand this yet and were much disappointed that this bout had to be postponed. Dancing was enjoyed until midnight and, as usual, everyone had a good time.

Sincere sympathy is extended to Mr. and Mrs. G. R. Humphrey on account of the death of Mr. Humphrey's brother, which occurred in Los Angeles, California, November 2. Funeral services were held in Hampshire, Ill., November 7.

On October 19, 1935, Engineer James Bailey, Elgin, completed 56 years' continuous service with the Milwaukee Railroad, starting service with the Company October 20, 1879. This is a splendid record—and we hope to see him around Elgin many more years.

Twin City Terminals—Mechanical and Store Dept.

N. A. H.

THE marriage of Miss Vivian Britton of the Store Department and Mr. Mathias Edmund Neuwirth, machinist Minneapolis roundhouse, took place October 22nd. They left on the "HIAWATHA" on their wedding trip East.

Messrs. Lawrence Hindert and Herbert Allen of the Mechanical Department took in the Minnesota-Iowa football game at Iowa City.

Miss Katherine McBride is the newly elect stenographer in the Store Department, filling the position made vacant by the marriage of Miss Vivian Britton.

Mr. Winnifred Bowhall, former River Division Engineer, passed away, having been retired from service for some years.

Mrs. Kramer, wife of Machinist Otto Kramer, passed away recently.

Mrs. Ed Bailey, wife of machinist in the Back Shops, passed away after a long illness.

Mrs. Ann Murray, mother of James and Thomas Murray, employes South Minneapolis, passed away at her home in St. Paul.

Des Moines News

T. N.

MR. AND MRS. EARL HARTSHORN spent Sunday, Nov. 10th, with Mr. Hartshorn's grandmother, Mrs. Katherine Hartshorn, at her home in Marathon, Ia. Pinkie's grandmother was celebrating her eighty-ninth birthday.

In September Conductor and Mrs. H. M. Bellman attended the Spanish-American American War Veterans' convention in San Antonio, Tex., returning home by way of New Orleans and Chicago. Mr. Bellman is color bearer and was elected delegate. The day after the Bellmans arrived home from their southern trip Mrs. Bellman left for Des Moines again to accompany her daughter Mae and her girl friend, Helen Ellis, of Milford, Ia., on an auto trip to the Dells of Wisconsin and back through Minneapolis.

Conductor Elliott's wife and daughter Marion are enjoying a ten days' stay in Chicago.

Mrs. Lenna Willis, mother of Mrs. G. W. Moore, has just returned from a five months' visit with her other daughter, Mrs. Den Snyder, of Ft. Steele, Wyo.

R. G. McGee, regular agent at Milford, Ia., has bid in the temporary vacancy at Boone, Ia. His station is in charge of Relief Agent R. V. Dawson.

W. A. McClintock, for seven years a clerk in the general passenger and freight office here, has accepted a position with the state in the Railroad Commissioner's office. Mr. McClintock's position has been filled by L. R. Whitehead, formerly with the Des Moines Union Ry.

We understand Vonnie White is somewhat MORE than a fireside hunter these days. Operator Mongel of Rockwell City says Vonnie can shoot ducks that have a delicious flavor.

Friends of Robt. Griffin, engineer at Rockwell City, unite in sincere wishes for his speedy recovery.

Conductor G. W. Moore was a passenger

JOE AND ALVIN buy Lava



ALVIN SAYS:

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2. 
ITS FINE, POWDERY PUMICE GETS THE GROUND-IN DIRT
3. 
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LAVA SOAP GETS THE DIRT . . . PROTECTS THE SKIN



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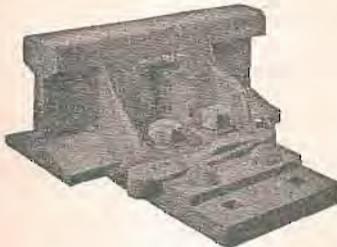
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aboard the Shriners' Special that left Des Moines in October en route to Ft. Dodge and Sioux City. George is one of the Bedouins. He was on the trip four days and reported a fine time.

"Bill" Chase, engineer, drove to Muscatine, Ia., last Sunday to meet his mother and father who had just arrived there from their home in Arizona. Bill's father, W. D. Chase, Sr., doubtless has a number of old friends left on the Milwaukee who will remember him when he was dispatching trains at Des Moines. The Chases will be in Muscatine for at least three weeks, where Mr. Chase is undergoing treatment at the Baker Institute.

Mr. and Mrs. Kent Hamilton recently drove to Dodge City, Kan., where they were guests of Mrs. Hamilton's brother for a week. Cora says the new Buick perked along beautifully.

Speaking of fish stories, Operator Mongel was relating this one to the boys around Rockwell City depot one evening: "Yes, sir, I nearly had him. Must have weighed all of fifteen pounds. It took me just an hour to lead him alongside the boat so I could see just what I did have at the other end. Well, there he was, the prettiest pike you ever saw, and I thinks, 'Won't you be a dandy fried nice and brown on the dinner table?' But all of a sudden something scairt him and did that fellow ever go. He headed right toward Giff's lodge and last I saw of him he was heading for the wood in a cloud of dust." Conductor Bellman, one of Mongel's audience, still maintains that the fellow who tells his story last has the best chance.

A "PUSH" may mean help to some, but to Conductor Hardie it spells disaster. In fact, it meant a good soaking from his neck down. Baggage man Berman, Engineer Ridpath and Conductor Hardie were endeavoring to dislodge Hardie's boat which had been mired in the mud near Templar and get the boat on the lake. Hardie got on the end extending in the lake and told the other boys to get at the other end and when he shouted, to PUSH and he would pull. Hardie shouted—they pushed. However, Hardie had disappeared from sight. Investigating, they discovered he had been pushed down in the water, with his head only showing above the water, the rest of his anatomy being entirely submerged. We didn't hear how the catch was that day, and are wondering if that new windproof, WATER-PROOF, all weather outfit has been received yet, which will be used—just in case.

Chicago Union Station

Ann Weber

THAT proud look in the eyes of John Shemroski is due to the fact that John Robert arrived October 19.

Born to Abby Casey Boylan, formerly of the Refrigerator Service and Claim Prevention Department, a son, Joseph Charles, October 30.

Two weddings on Thanksgiving Eve. Freddy Stowell took the fatal leap at the Bethany Lutheran Church.

The General Freight Department has lost one of its members. Dorothy Chesterman became Mrs. James Franklin at a church wedding.

A lifetime of health, wealth and happiness to both couples starting out on the sea of matrimony.

The following addressed to "Miss Annabel Weberski, Society Editor, 3rd - 7th - 8th Floors." You didn't know I was a society editor, did you? Neither did I.

A close shave to a separation was recently experienced by one of the newlyweds who had more hair separated from his head than his wife thought becoming a young man, with the result he looked baldheaded and if his hair does come back it will probably be gray from worrying about losing her and his hair.

A few of the boys living in suburban territory contemplate marching forth to Chicago March 1st to save a few hours sleep each morning. Daylight saving time may be a bright idea to Chicagoans, but

it's a dark and gloomy rising to the suburbanites, they say.

Bob Graves appears grave since his recent illness. Where's the old pep, Bob?

Ask the Family Budget authority about switching his accounts during the holiday season.

Who's been going where the past several weeks and just what is the attraction in Milwaukee?

Northern Montana

Max

ASSISTANT Superintendent N. H. Fuller was the speaker at the Lewistown Rotary Club Armistice Day program. His subject was "The Patriotism of Peace."

"There is," said Mr. Fuller, in part, "a patriotism of peace which is as much to be admired as the heroism of war, and good citizenship is the only opportunity peace affords for the display of this virtue."

"Patriotism is a subject on which we must all make up our minds, an intimate matter, like love and immortality, concerning which for our own peace and inner equilibrium, we must know where we stand."

"It has been our good luck," said the speaker, "that the most of what we wanted we could take without fighting for. We do not need land or a place in the sun and no large groups of Americans have been caught outside the country by the shifting of boundaries. We incline to pacifism if only because the causes of militarism are absent."

In conclusion Mr. Fuller said: "It is within our power to refrain from insult and to restrain our greed. Some things however being contrary to nature are not within our power. Let us strain to the utmost to contribute to the peace and prosperity of the globe."

Mrs. Carpenter Kendall and Miss Lindskog, of Chicago, were entertained by the Milwaukee Women's club at Lewistown. A luncheon was given them at the Fergus Tea Room, 80 ladies being present including 15 from Great Falls and 10 from Harlowton.

The live stock movement on the Northern Montana has been unusually heavy, we having averaged better than 150 cars each shipping day and then there has been considerable shipping on other dates.

Paul Wilson, recently appointed assistant general freight agent spent several days in Lewistown. He was accompanied by M. E. Randall, division freight and passenger agent.

Fireman Herbert N. Wegner died from a heart attack, while on his run from Great Falls to Harlowton on train 116 the night of September 28th, being stricken at Hanover station. He was 43 years old and is survived by his wife and daughter, Elaine. Burial took place at Helena, Montana.

Mr. Wegner was very popular with all of his associates.

Mrs. C. M. Brown, of Great Falls, is visiting with relatives at Aberdeen, S. D.

S. A. Bryant left for Galax, Va., where he will spend several months with his parents.

Mr. and Mrs. W. A. Douglass have returned from Kansas City, Mo.

Mrs. T. W. Humphrey, of Hilger, is visiting with Mrs. J. A. Rawls and family at Corvallis, Ore.

Albert Henry and family, of Highwood, left for Bird Island, Minn.

Mr. and Mrs. R. B. Pierie have returned from Sanborn, Iowa, after a two weeks vacation.

Misses Kathryn Phare and Dorothy Spayde, of Great Falls, went to Havre for the Falls-Havre High School football game.

F. J. Tobin returned from Chicago, where he spent several weeks with friends.

Neil Grogan has resumed his regular position at Lewistown after working as train dispatcher at Miles City and Moberge.

Now that the extra board is cut Tyler Hansen will have less grief in locating the men to go out on the road.

Twin City Terminals

J. T. H.

SOMETIMES it's sad to be rich. A certain young lady in the depot just tucked her pension refund check in the sock last spring and forgot all about it until it had been outlawed due to expiration of the ninety day limit. She is getting the matter straightened out now and says hereafter she will cash her checks before salting the shekels away.

Mr. J. F. Kenafick, Minneapolis, yard foreman, departed recently for California, where he intends to enjoy the winter season seeing the sights.

Wonder how Dell Kanar's dog got along? We heard that it was pretty sick but never did learn whether it survived.

Sarge McLaren appeared shortly after payday with a new ensemble—mackinaw jacket and corduroy trousers combining to carry out the Paul Bunyan motif.

Meeting was held in Minneapolis on the 12th with Messrs. Ryan, Bannon, Valentine, Donald, Bagnell, and others to line up the handling of the football specials through to Chicago for further movement to Ann Arbor. We are to handle the team both ways as well as a good crowd of followers.

Roadmaster O'Connor is enjoying his vacation on the sunny shores of California. The night he left Minneapolis we had over an inch of snow.

There are some new names to add to the sick list. Frank Quirk has been confined to his home but expects to be back in a day or two. Bob Roberts is gaining ground like the Minnesota football team and expects to arrive in the office on a forward pass shortly. Harry Hoye and Elavi Conroy of the Accounting Department are reported doing very well also.

Carl Holmgren of the Accounting Department got nicked in the hands with some shot while out hunting but we bet he didn't mind that so much as Iowa's defeat at the hands of Minnesota last Saturday. The pheasants do not seem to be overly plentiful this season but the ducks are doing better by the hunters than they have for quite a few seasons. Mr. S. S. Johnston, veteran retired I. & M. engineer got his limit, as usual, for both pheasants and ducks, and with the minimum number of shells—three shells, three birds, etc. Mr. Johnston has won many trophies and championships through his marksmanship ability.

W. F. (Rough-handling) Garvey was in the office the other day and said he had just opened up an impact recorder taken from a merchandise car out of Minneapolis and stated the tape showed the needle rarely strayed from the center line and then but for slight variations—which shows the car got some pretty smooth handling.

H. & D. Notes

Walt

IT was with deep regret that we learned of the death of Mr. William Maloney, father of Ansel E. Maloney, clerk in the asst. superintendent's office at Montevideo. Mr. Maloney passed away in a Fargo Hospital on Sunday, November 3rd. Funeral services were held at Fargo the following Tuesday. Sincere sympathy is extended to the family.

We are sorry to hear of the death of Mrs. Tom Sullivan, wife of our section foreman at Milbank, S. D. Mrs. Sullivan passed away on Sunday morning, November 3rd. Funeral services were conducted at Milbank on Tuesday, November 5th.

Henry F. Lucas, clerk in the division engineer's office was called to Madison, S. D., by the death of his father who passed away the morning of November 5th. Our sympathy is extended to the Lucas family.

Sincere sympathy is extended to Mr. and Mrs. Joe M. Goodrich in the loss of their daughter, Dorothy, who passed away on November 6th. Mr. Goodrich will be remembered as having directed the Milwaukee Chorus the past several years.

J. F. Sinclair, conductor on the Fargo Line branch who is on a month's vacation

is being relieved by Conductor J. G. Hammer.

We are sorry to report that Martin Ogren, second trick operator at Appleton is on the hospital list. His many friends on the division wish him a speedy recovery and hope he will be back on the job again before long.

The Aberdeen Chapter of the Milwaukee Railroad Women's Club met on Monday, October 21st, to select a nominating committee to elect Club Officers for the ensuing year. At this writing the names of those selected to guide the destinies of the club during the year 1936 have not been announced.

Smiling Earl Rummel, representative of the Union Refrigerator Transit Company, was a recent visitor at Aberdeen, S. D.

Traveling auditor J. R. Mahalek is back on the H. & D. division again after spending a week at Sioux Falls, S. D.

Mr. H. C. Blake of the division engineer's office attended the Minnesota-Purdue football game at Minneapolis on November 2nd and took part in the Dad's Day program. Mr. Blake's son is enrolled in the Engineering Course at the U.

We take this opportunity of Welcoming Mr. W. W. Westerfield to the division as roadmaster on the west end of the H. & D. Mr. Westerfield replaces Mr. T. F. Hyson who was transferred to Des Moines, Ia.

From the local paper we learn that Mr. Martinson, division master mechanic at Aberdeen, narrowly escaped death in the three hundred thousand dollar fire which destroyed the Tacoma Hotel at Seattle. Mr. Martinson advises that all his luggage was destroyed and his losses totalled approximately two hundred dollars.

Word reaches us that Agent Fleming at Greenway, S. D., has adopted a baby girl.

From the Aberdeen freight house comes the information that Frank Faeth, better known as "Tiny" is attempting to follow the streamline dictates of Dr. Metz's time table diet. To date fourteen pounds have melted away in his latest effort to achieve that school-boy figure.

Agent Wolf at Zeeland, N. D., returned to work on Oct. 23rd after taking a month's vacation.

Lloyd Curfman, agent at Letcher, S. D., recently visited his daughter at Memphis, Tenn. He returned home late in September.

Conductor and Mrs. E. B. Crooker recently returned from Star Prairie, Wis. Mrs. Crooker had spent the summer there caring for her mother who passed away on Sept. 25th.

A note in the Montevideo paper dated October 4th advises that Mrs. F. E. Devlin and daughter of Tacoma, Washington, were expected to arrive at Montevideo to visit friends there.

Engineer and Mrs. Henry Nicolai recently returned from a week's trip in North Dakota. They spent some time at Rugby, N. D., and also stopped at Judd, N. D., where Mr. Nicolai visited his brother.

Dispatcher and Mrs. J. J. Brown returned to Montevideo in October after visiting their son in Chicago and with relatives of Mrs. Brown in Marion, Ia.

Mrs. W. B. Geer, wife of ticket clerk at Aberdeen, is vacationing on the West Coast.

Bill Lyons, east division passenger brakeman attended the Minnesota-Iowa football game at Iowa City on Nov. 9th, and reports a very enjoyable trip.

Chief Dispatcher Andres at Montevideo was recently elected vice president of the Kiwanis Club in that city.

F. T. Buechler spent several days on the division visiting at Montevideo and Aberdeen.

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

D. H. A.

IT is with sadness we write of the passing of one of our veterans, Daniel Henry McGrath, whose death occurred on October 16th from cancer of the throat at the age

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of sixty-four years. He had been in poor health since early last spring and although everything was done for him, it was of no avail, but through all his pain and suffering he remained smiling and cheerful. He was one of the oldest employes in point of service, having worked approximately forty-five years, the last few years he has been employed as flagman between Moberge and Miles City.

He was a charter member of the Brotherhood of Railway Trainmen having held offices in the local organization and at the time of his death was on the grievance committee. He leaves to mourn his loss a wife, one son, Clayton, who lives in Minneapolis, and a host of friends all along the line. A sister, Mrs. W. W. Brooks and husband, of Chicago, were here with him a week before he passed away. He was laid to rest in Greenwood cemetery. Deepest sympathy is extended to the bereaved family.

Dispatcher Dave J. Haggerty has returned to his former position as relief supervisor at Bozeman, Montana, and his position here is being filled by Neil Grogan of Deer Lodge, Montana.

Mr. and Mrs. F. C. Williams and Mr. and Mrs. Frank Curran journeyed to Northfield, Minn., on October 12th to spend the week end with their daughters there, Miss Frances Williams attending St. Olaf's College and Miss Helen Currah attending Carleton College.

Mrs. H. L. Steinstra and daughter Bernice left October 16th for Rochester, Minn., where Bernice went through the clinic and has been operated on. At this writing she is getting along as well as can be expected and her many friends here hope for a speedy recovery.

Mrs. Belle Jackson has returned from a three months' visit with her daughter, Mrs. W. J. Fitzgerald of Tacoma.

Mrs. Lorraine Hand has returned from a month's vacation spent with her father and other relatives at Buffalo, N. Y. She was met in Minneapolis by Mrs. Clarence Dahl, Supt. of the Moberge Hospital where they spent a couple of days, making the trip back together.

Misses Frances and Helen Manley, students at Yankton College, came home to meet their mother, Mrs. A. F. Manley, who returned Sunday, November 10th, from a six weeks' visit out on the West Coast.

Mr. and Mrs. George Hilton spent a

few days in the Twin Cities visiting relatives and friends.

Mrs. Ivan Kern of Seattle, Wash., stopped off here on her way to Sisseton, S. D. Her daughter, Miss Wilna Kern was married on October 26th to Mr. Edward Erickson; they will make their home in Seattle. Congratulations and best wishes to the happy couple.

Mrs. George Gallagher has returned from her parental home at Waterville, Iowa. Her father met with a serious accident but at this time is much improved.

Section foreman John Heinkel of Dupree is leaving November 15th for a vacation trip to California.

Agent Freda Jacobson of Haynes is on the sick list; she is being relieved by R. E. Notten.

Mr. and Mrs. Arch Robison of Seattle arrived here Friday, November 8th, for a visit with old friends, leaving here on November 11th for New Lisbon, Wis., where they will visit relatives.

Robert Bunting, James Caldwell, Jr., and two young ladies met with an unfortunate accident on the Yellowstone trail between Moberge and McLaughlin. When their car struck loose gravel and turned over three times. Robert was seriously injured having a vertebra in his neck dislocated. His mother took him to Minneapolis at once where he received medical attention. His neck has been placed in a cast which he will have to wear for six weeks. At the end of that time he will return to Minneapolis to have the cast taken off and he will then be able to wear a brace. James, Jr., and the young ladies escaped with minor bruises.

The temporary dispatcher's office at Moberge was discontinued at 7 a. m. Sunday, November 10th. We enjoyed having these people with us and are sorry to see them go. Dispatchers A. E. Farr, Clarence Nummordore and Neil Grogan returning to Miles City; S. W. Childers returning to his old position as agent at Walker. The latest broadcast from the Dispatcher's office is "THE OFFICE HAS NOW RETURNED TO PEACE AND QUIET." E. A. F. Note.

Supt. P. H. Nee and Secretary Robert Burns of Miles City transacted business in our city on Saturday, November 9th.

Mr. and Mrs. A. A. Revord took in the homecoming football game in Minneapolis, also visiting friends and relatives.

They tell us Ole Haanes has been very busy the last two months hunting and fishing, but Ole, the next time you go hunting chickens don't take your fishing license along.

Mrs. C. M. Bono and son, Calvin, are moving to Grand Forks, N. D., where they plan to go into the cafe business. Mr. and Mrs. Hewitt Patten are now occupying the Bono residence.

Mrs. Louis Scheffelbein returned from a pleasant week's stay at Miles City with former Moberge friends, she being the house guest of Mrs. J. P. Leahy.

Mrs. Maude Burton of Hollywood, California, arrived here last week and will spend some time with her many friends here and at Aberdeen. We are glad to welcome her back.

Mrs. John Richmond of Marmarth, N. D., spent the week end here visiting her daughter, Mrs. Clarence Dahl.

Mrs. H. V. Wyman spent a few days at Miles City at the home of Mr. Wyman's parents, Mr. and Mrs. J. B. Wyman.

Wanted Professional Hip Shooters. Apply at the American Railway Express Company.

Roy Owens has been added to the freight house force.

C. A. Crowley, Cub Catey and L. D. Lyons were among the fortunate ones to attend the World Series ball games. They report a wonderful time.

Mrs. C. A. Crowley had the misfortune while visiting at Marmarth to fall and break a bone in her foot, making it necessary to have it placed in a cast. She was a hospital patient for a few days after



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returning to Moberge but is now convalescing at her home.

This will be the last issue of the Magazine before the Holidays so I take this means of wishing all our readers a joyous Yuletide and A Happy and Prosperous New Year.

Appointments

Effective November 15, 1935

Mr. R. M. Fields is appointed Division Freight and Passenger Agent at Butte, Mont., succeeding Mr. M. G. Murray, deceased.

Mr. A. E. Gist, Traveling Freight and Passenger Agent at Spokane, Wash., succeeding Mr. R. M. Fields, Promoted.

Mr. J. C. Paige, Traveling Freight and Passenger Agent at Spokane Wash., succeeding Mr. A. E. Gist, Promoted.

Mr. H. D. Collingwood, City Freight Agent at Spokane, Wash., succeeding Mr. J. C. Paige, Promoted.

HONORING JOYCE CHARLES

A Tiny Member of the Milwaukee Family

A tiny dimpled cherub,
Her name means gladness, too;
From the firmament above us
Came her eyes of azure blue.
A rose bud gave the brightness
To the little mouth so dear;
From sea shells came the pinkness
For her precious, dainty ear.
A yellow sunbeam melted
On the shining head of gold;
A flower from heaven's garden,
And given us to hold.
Make us worthy, yes and grateful,
In years of added pleasure;
May we not forget each day to thank
The gods for such a treasure.
—Mabelle E. McDougal.

Talking Points

(Continued from page 8)

tage of the farmers. Senator Wheeler inquired if "the lower the barge line rate the more it would be beneficial to the general public," Mr. Volz replied: "Well, Mr. Chairman, that sounds all right to the fellow who is not in the grain business. That is the theory of the matter all right, but here is the point, practically speaking. These cities or these locations that have these special rates, they do not go back and pay the farmer any more for his grain. Neither do they sell the grain very much cheaper in the south. The price of grain is fixed every day subject to the change in the Chicago market. They can tell our price at Louisville every afternoon at 2:00 o'clock. Then they can put a price on grain in Columbus, Georgia, for instance, that is under that market. They do not have to get it down so low that the folks in Columbus will get an advantage on account of the barge line rate. Oh, no. That does not go at all. That is the theory of it all right, but that does not work out in practice. The theory is that the farmer in Illinois is going to get back an advantage out of this, but he will not. If you will get the figures you will find out that there has been no appreciable difference in the price of grain to the farmer due to the barge line rate. That is absorbed by the fellow handling it." In response to further questioning by Senator Shipstead as to whether the producer gets

the benefit of the lower barge line rates, Mr. Volz said: "I think it is to a great extent absorbed by the fellow who handled the product and I think you will find that the records will prove that. For instance, the Illinois farmer, we feel sure, does not get any more for his corn when he sells it for transportation into the Southeast via Peoria and the barge line to Memphis, and the railroad to Columbus, Georgia, than he gets if he sells it to us and it moves all rail to Louisville, and thence by rail to Columbus. The slack in there is taken up by the handlers."

We regret to report the death of T. W. Threlkeld, second trick operator at Manito, who died on October 23rd at the age of 65. The funeral took place on October 26th at Spokane. Mr. Threlkeld is survived by his widow and four children, to whom we extend our sincere sympathy.

Operator F. G. Socwell is on the trick at Manito vacated by Mr. Threlkeld's death, pending assignment.

G. W. Myers of the First trick at St. Marie's, who has been absent from duty since the middle of October, due to sickness, returned to duty on November 4th, we are pleased to learn. He was relieved in the meanwhile by Operator J. C. Maddox.

H. B. Parker, who has been on leave of absence for over three years, returned to work recently and was sent to Tekoa to act as agent there temporarily. C. B. Barrett, who has been acting as agent at Ewan, has taken leave of absence, effective October 16th, and is on a trip to California; during his absence he is being relieved by Messrs. A. G. Owen and C. M. Pease. On his return from the Sunny South he will go to Tekoa as agent.

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X-100
National Carbide
V G Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
Lincoln Building, New York, Opp. Grand Central
Gentlemen:

Please send me complete information about your lights.

I am a.....on the

(Occupation)

.....of The Milwaukee

(Division)

Name

Address

.....

CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

FOR SALE—Chevrolet, 1931 Coupe. Motor is in excellent condition with new tires and hot water heater. Car has been repainted and looks like new. Will sacrifice for \$165.00. C. Vendegna, 3443 Fulton St., Chicago. Nevada 4369.

FOR SALE—New Improved Model Vibroplex Bug, large size with case. Both in new condition; used very little. Will sell for \$14.00. L. W. Staeger, Babcock, Wis.

WILL EXCHANGE—60 different air-mail stamps, or 51 different British North America stamps, or 70 different commemorative stamps, for any U. S. uncirculated commemorative half dollar, except Columbian. Also have single stamps, sets, or packets of stamps to exchange for U. S. coins or currency. Advise description and condition of your coins. Address Gauthier, 3523 N. Marshfield Ave., Chicago, Ill.

FOR RENT—Furnished room for 1 or 2 girls with or without home cooked meals. Good transportation and pleasant surroundings. 2350 Cullom Ave., Phone Irving 1346. Lauretta Nolan, formerly in office of Auditor of Expenditure.

FOR RENT—Apartment Completely furnished—3 rooms and bath—garage. 3 blocks from Milwaukee Station. Good suburban service. E. E. Brewer, Roselle, Illinois.

FOR SALE—Grain Elevator, capacity 20,000 bushels, dwelling house, garage, woodshed and large barn, corn crib, chicken house, hog house, 300 acres land, fifty acres under plow. A good sand mine alongside track. Can be easily loaded from hillside into cars. Sand worth \$1.25 per ton. Can be purchased for \$8,500; \$4,500 down. This is a good stock farm for cattle, horses, hogs, sheep and poultry; also good location for grain and store. Good roads. Located on main line, C. M. St. P. & Pac. Ry., 33 miles from St. Paul; 8 miles from Redwing, Minn. Address: M. T. Nilan, Eggleson, Minn.

FOR SALE—A membership in Hunting Lodge located near Webster, So. Dakota. 6 bedrooms and running water. Good duck and pheasant hunting. Reasonable. Tel. Austin 3022. C. M. Elliott, 4936 Maypole Ave., Chicago, Ill.

FOR SALE—Lantern Handles of finest selected second growth hickory. Make the newly adopted electric lantern a winner in looks. All handles guaranteed. \$5.00 for handle and \$.25 for attaching to lantern. Mail orders to Ben R. Weber, 2136 N. 27th St., Milwaukee, Wis.

FOR SALE—Five-room, modern brick bungalow, 2-car garage on lot 32x125 on Austin Ave., vicinity Elston and Milwaukee Ave., Edgebrook, Ill. Street paved, all improvements in and paid for. Will sell reasonably if interested. Write to Mrs. J. Rapp, 1978 South 76th St., West Allis, Wisconsin.

FOR SALE OR RENT—Eight-room residence with one-half acre on Irving Park Boulevard, in Itasca, Ill. Garage sewer, water and electricity. Two blocks to C. M. St. P. & P. R. R. station. Owner A. H. Pleper, 3320 Beach Ave., Chicago, 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 employees 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.

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E. A. AARON & BROS.
CHICAGO, ILLINOIS

FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs
Our Specialty

Phones Roosevelt 1903, all departments

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We Do Mending, Darning, Turning of Col-
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FREE OF CHARGE

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KEESE DIVISION 2516 Armitage
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These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employees. 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 EMPLOYEES

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Add a Little Each Pay Day

GET THE SAVING HABIT

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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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Join our Christmas Club now!
Deposit a small sum each
week, and you'll have a useful
fund of extra cash next
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at any First Wisconsin office.

FIRST WISCONSIN NATIONAL BANK

OF MILWAUKEE

14 Convenient Locations

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One of the 99 affiliated Northwest Bank-corporation Banks with their 16 branches serving the Northwest . . . Watch for the Covered Wagon emblem.

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OF

Everett, Washington

on the Chicago, Milwaukee, St. Paul and
Pacific Railroad, on Puget Sound
Established more than forty years ago.
Interest paid on savings deposits.
1892 - 1933

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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.

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YOUR Fire Pail and Barrel Equipment

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Much More Effective When

SOLVAY
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Over the only completely double-tracked route between Chicago and the Twin Cities. Smooth, well-ballasted, high speed road bed; luxurious equipment of the latest type; air-conditioning; conveniently arranged schedules and now, **FASTER TIME!**

ST. PAUL • MINNEAPOLIS

The **DAY EXPRESS**

35 minutes **FASTER** to St. Paul
45 minutes **FASTER** to Minneapolis

The **PIONEER LIMITED**

1 hr.—10 min. **FASTER** to St. Paul
1 hr.—15 min. **FASTER** to Minneapolis

Also to the

PACIFIC NORTHWEST

The **OLYMPIAN**

FASTER—only slightly over 2 days en route

(Union Station)

Lv. Chicago . . . 9:45 a. m.
Lv. Milwaukee . . 11:30 a. m.
Ar. St. Paul . . . 7:15 p. m.
Ar. Minneapolis . . 7:50 p. m.

Lv. Chicago . . . 10:15 p. m.
Lv. Milwaukee . . 11:55 p. m.
Ar. St. Paul . . . 7:30 a. m.
Ar. Minneapolis . . 8:00 a. m.

Lv. Chicago . . . 11:15 p. m.
Lv. Milwaukee . . 1:00 a. m.
Ar. St. Paul { 1st } 8:30 a. m.
Ar. Minneapolis { day } 9:10 a. m.
Ar. Spokane (2nd day) 9:20 p. m.
Ar. Seattle . { 3rd } 8:00 a. m.
Ar. Tacoma . { day } 9:30 a. m.

Hiawatha . . .

Nothing **FASTER** on Rails

The Milwaukee Road's record breaking, stream-styled Flyer that has proved such an overwhelming favorite with the traveling public, will continue on its present schedule.

No Change in Schedule

Lv. Chicago . . . 1:00 p. m.
Ar. Milwaukee . . 2:15 p. m.
Ar. St. Paul . . . 7:30 p. m.
Ar. Minneapolis . . 8:00 p. m.
Chicago to St. Paul . . 6½ hrs.
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NEW SPEED • NEW COMFORT • NEW ECONOMY
—and the traditional courtesy of friendly Milwaukee Road service

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FARES**

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