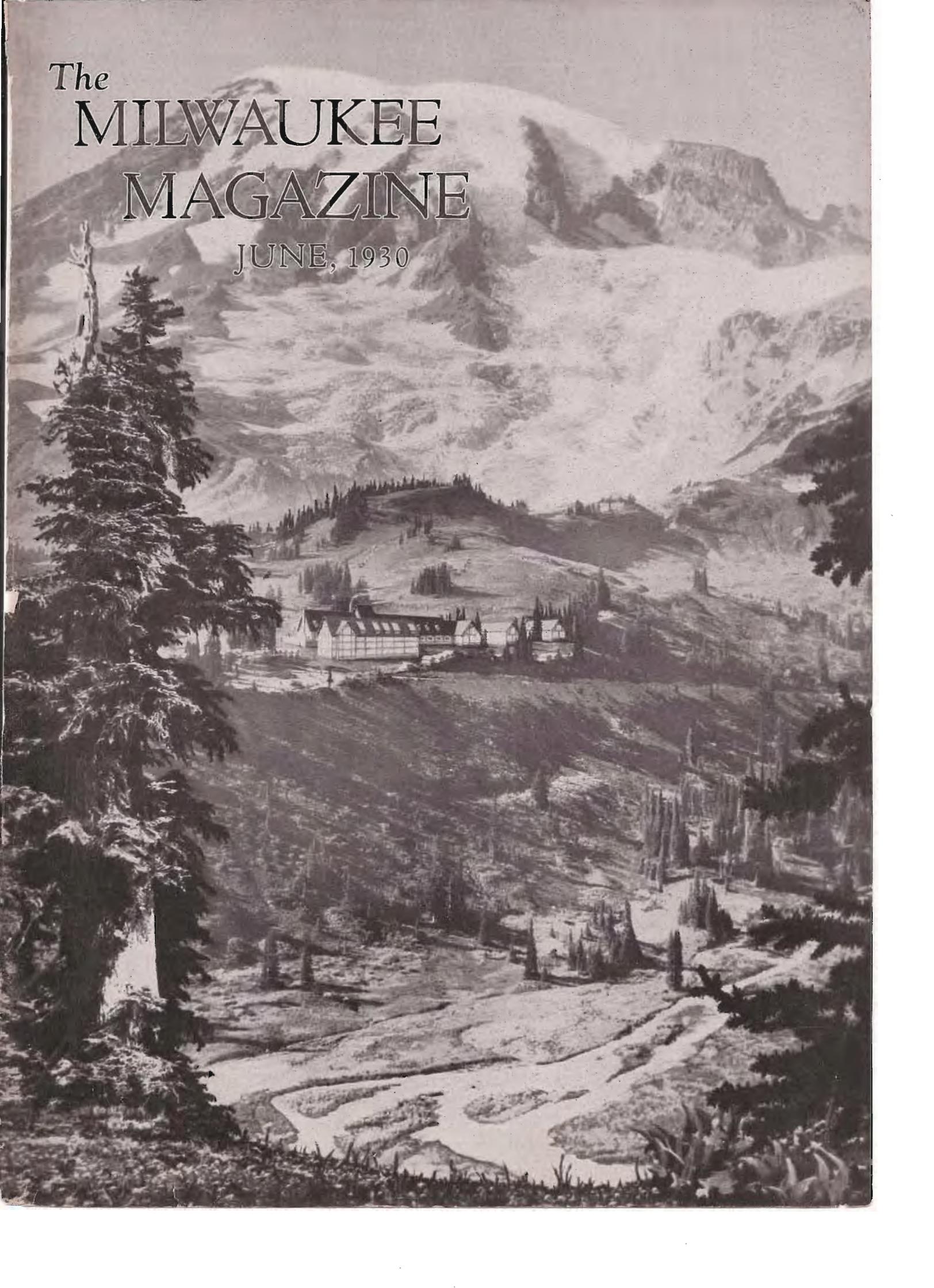


The
MILWAUKEE
MAGAZINE

JUNE, 1930





Take'em easy, says the pipe

RIGHT where the dash-dots fly thick, Sidney Silverman stokes the old pipe with a good load of Edgeworth and then catches 'em as fast as they come. Edgeworth's cool smoke makes the trick easier, says he, by steadying a man's nerves and helping him to hold his mind on the job. Mr. Silverman ought to know, for he keeps a little blue can of Edgeworth handy all the time on his job as telegrapher with the Pennsylvania Railroad at the Union Depot in Chicago.

EDGEWORTH SMOKING TOBACCO

If YOU don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Address Larus & Bro. Co., Richmond, Va.



LARUS & BRO. CO., 100 S. 22d St.
Richmond, Va.

I'll try your Edgeworth. And I'll try it in a good pipe.

My name _____

My street address _____

And the town and state _____

Now let the Edgeworth come! T-32



Thirty Years of Loyal Service to His Railroad

is the seniority rating of Engineman Dan Mulvihill of the Illinois Central System.

Equally meritorious for years of loyal service given Engineman Mulvihill are his favorite gloves—INDIANAPOLIS.

Always ask for INDIANAPOLIS Gloves with the Red Apple Ticket.

THE WORKMAN IS ENTITLED TO THE BEST.

INDIANAPOLIS GLOVE COMPANY Indianapolis Indiana

CARDWELL WESTINGHOUSE DRAFT GEARS

Meet All Modern
Requirements



Cardwell L-25

Cardwell gears are made to fit any length of yoke or draft-gear pocket.

Westinghouse NY-11-C

Westinghouse gears can be applied with any type of attachments.



Cardwell Westinghouse Co.
332 S. Michigan Ave., Chicago, Ill.
Montreal, Que., Can. - Pittsburgh, Pa.



Handy Light

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

—Stronger and better diffused light
—Sturdy Construction.

Burns eight hours on eight ounces of Carbide with only one filling of water.



"Carbide Lantern"
With or without
rear light

Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

LIGHT

WHEN and WHERE YOU NEED IT

On the job there is no substitute for steady light—plenty of it and where you want it.

For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full even beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



National Carbide
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MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
342 Madison Ave., New York.

Gentlemen:

Please send me complete information about your lights shown above.

I am a _____ on the
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_____ of The Milwaukee.
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*MORE than 77 years
of helpful service...*

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NATIONAL BANK**
of Saint Paul

First National Bank
of Everett, Washington

on the Chicago, Milwaukee, St. Paul
and Pacific Railroad, on Puget Sound,
has resources of \$12,000,000.00. Pays
liberal interest on deposits.
Established Since 1892

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(One Block West of Southport Avenue)

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in MILES CITY

MILES CITY, MONTANA
Capital, Surplus and Undivided
Profits - - - - - \$300,000.00
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W. C. Henderson.....Ass't Cashier
A. E. Schnad.....Ass't Cashier

1

sure way
TO SAVE...

Almost every one has a favorite method of saving money. But all successful savings methods have one thing in common.

And that is regularity.

A definite amount deposited in a savings account every week quickly builds up a useful balance. Savings Town folk can tell you how true that is. They know it is the one sure way to save. Why not try it yourself?

Savings Town

**FIRST WISCONSIN
NATIONAL BANK**
MILWAUKEE

Unit of Wisconsin Bankshares Corporation

112

One hundred-twelve banks, trust companies and security companies located throughout the middlewest and northwest, are affiliated with the Northwest Bancorporation.

This great banking group serves the same territory as the Milwaukee Road. Look for the emblem of the covered wagon.

Northwest Bancorporation
MINNEAPOLIS

Resources Over \$483,000,000



You Can Safely Put Your Trust
in the

**Spokane and Eastern
Trust Company**

Founded 1890

Affiliated with Northwest
Bancorporation

SPOKANE, WASHINGTON

Profit by Saving

Ready money in a savings bank smooths away worry. It gives security and a sense of independence; it opens opportunities in times of prosperity; it pays living expenses in adversity; it finances worth-while vacations; it aids development in business; it is available for advantageous buying.

You are invited to save at the First where the background of stability extends to the founding of the First National Bank of Chicago in 1863. Three per cent compound interest is a real aid in building cash reserves.



**First Union Trust
and Savings Bank**

Affiliated

**The First National
Bank of Chicago**

Combined Resources Exceed \$600,000,000
Dearborn, Monroe and Clark Streets

Why Worry?

It is said that worry kills more people than work.

Someone facetiously remarked that this must be because there are more worriers than workers.

But you can't blame a man for worrying if he's in bed with an injury; his pay envelope has stopped, perhaps, and he just can't see how he's going to make ends meet.

But there's no reason why he should worry if you have sold him an Accident policy in The Travelers.

TICKET DEPARTMENT

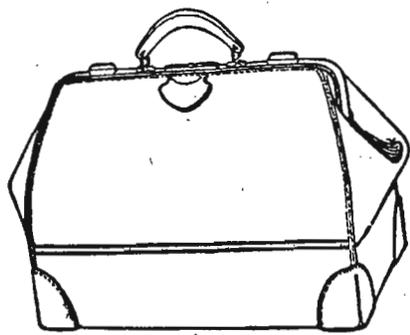
**THE TRAVELERS
INSURANCE COMPANY**

HARTFORD -- -- CONNECTICUT

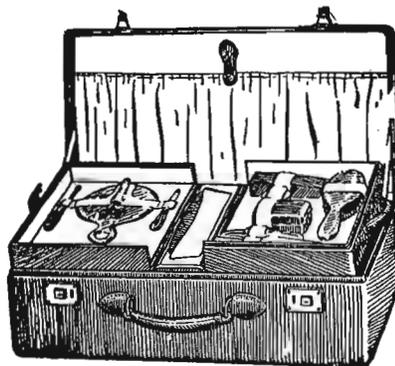
Offer a Travelers Accident Ticket to
Every Traveler

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OMAHA, NEBRASKA



THE MILWAUKEE MAGAZINE

Volume XVIII

June, 1930

No. 3



The City of Seattle

By Sara Wrenn

"SEATTLE, with her unparalleled combination of resources, harbor, site, climate and scenic environment, is the most intriguing city I know, I get a new thrill every time I visit the place," a world traveler was heard to remark recently.

Analysis shows this passing observation to be rather an accurate and concise description of the city, whose gleaming towers rise tier on tier up from her crescent-shaped harbor.

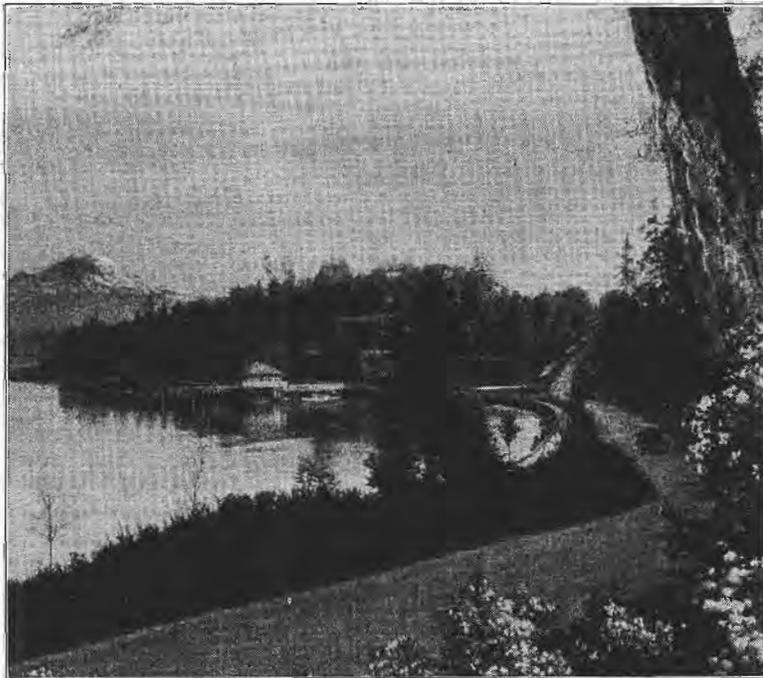
Seattle is headquarters for the Customs District of Washington. Her situation at the head of Puget Sound creates an outlet for the great natural resources of the Pacific Northwest. One hundred and forty-two steamship lines radiate from her port. Four transcontinental railroads end at her docks. She is the nearest of all American ports not only in the ever-increasing trade with Alaska's untold riches, but with the Far East as well, an enviable advantage from the first. That it is an advantage the city has been quick to recognize is shown not alone in the great population achieved in her comparatively short history, but in the rapid growth of both her rail and water-borne commerce.

Yet another favor granted Seattle by the gods—and man—is the fact that she has both salt and fresh water harbors. Elliott Bay, a protected inlet of the great inland sea of Puget Sound, the outer points of which are five miles apart, has a depth of sixteen fathoms and more. The fresh-water harbor, formed by the two lakes of Union and Washington, is big enough and deep enough to carry on its surface the largest navy afloat. The canal and locks connecting the two harbors cost approximately \$5,000,000, and are second in size to those of Panama.

It may be of interest to the reader to know that very early in Seattle's history, a young captain of engineers, afterward Major-General George B. McClellan, reported to Jefferson Davis, then Secretary of War, on the feasibility of this canal, saying the project "would create the finest naval resort in the

world." That was back in 1853, sixty-three years before the date of the canal's completion in 1916.

Locally and from the hinterland, Seattle's commerce has grown in the past decade to almost twice the volume of her war days. The water-borne commerce for the year just past amounted to nine million two hundred thousand cargo tons — and equalling in value the sum of seven hundred and seventy-one millions of dollars.



Lake Washington Boulevard and Mount Rainier

It is tonnage of this magnitude that is responsible for bringing to Seattle vessels that fly the flags of all nations, and railroad cars that aggregated in 1929 a quarter of a million.

Of Seattle's four transcontinental railroads, an item of note is the fact that the Chicago, Milwaukee, St. Paul & Pacific is electrically operated for a distance of 656 miles, constituting the longest railroad of its kind in America, with the added distinction of roller-bearing equipment, all of which makes for increased comfort in the ever-growing travel to the North Pacific Coast.

Not only the local manufacturing field, but the industrial development of the entire Pacific Northwest, with its enormous agricultural area, its lumber, fish, dairy, fruit, poultry and mining, has been of material importance in adding to Seattle's

rapid ascendancy to the world's front rank of great cities and great seaports. Eighty per cent of the manufacturing industries of the State of Washington have their locale within a radius of 165 miles of the Pacific Northwest metropolis.

In the short space of six years, manufacturing within Seattle's environs alone has increased at the rate of twenty-seven per cent in establishments, and fifty-one per cent in employees.

One factor largely responsible for the city's growing payrolls is her climate. Where every day in the year, other than

Sundays and holidays, is an actual working day, helps to place the community's labor on an efficiency basis of 125 per cent, according to Atlantic Coast standards. Yet perhaps "every day a working day" is not all that contributes to Seattle's industrial efficiency.

In a climate where the average winter temperature is but 41.2 degrees, and that of summer 62; where the annual rainfall of thirty-three inches is less than that of thirty-eight cities in as many states; where the average snowfall, compared with the industrial section of the Middle West and Atlantic Seaboard, is practically nil, there is bound to be an outdoor tendency that in itself produces keener, healthier men and women.

That the industrial workers make the most of the lake shores and streams, the woodland

and mountain, so easy of access to Seattle's three hundred and fifty thousand population, is demonstrated by the traffic, from bus to limousine, that fills her outlying thoroughfares of week-end and holiday.

There is in Seattle a happy absence of tenement and labor-restricted districts. Visitors are wont to express their surprise at the imperceptible difference between the lawns and gardens of mansion and cottage, that so often are side by side. Forty-six per cent of the homes are owned by their occupants. When it is realized that the majority cover an average value of \$2,000 and \$3,000, some idea may be gained of how many workmen own their own homes—an important element in the promotion of individual thrift and industry.



A Section of Seattle's Business District

The city's cold, pure drinking water, brought from mountain reserves seventy-five miles distant, and her intensive civic health and sanitation protection, are largely responsible for Seattle's claim as the healthiest city of her size, or larger, on the North American Continent. With an infant mortality rate as low as forty-two per thousand births, and an annual death rate which statistics for the decade of 1911 to 1920 show to be but 9.78 per thousand, this assertion would seem to be not without foundation.

In view of her many industrial advantages, it is but a natural sequence that more and more industrial and manufacturing plants are knocking at Seattle's door.

Lumber is the foundation upon which Seattle built her commonwealth. It was from the forests that she sent her cargoes across the seas to China, Japan, South America, Australia, and even far-off Africa, as early as the '50s. It is to lumber and its by-products that Seattle today owes much of her industrialism in the manufacture of airplanes, automobile bodies, boat and shipbuilding, structures, furniture and general woodwork.

Washington leads all other states in lumber and shingle production. The state's export lumber trade is enormous. From this, Seattle, as headquarters for the Northwest Shipping District, derives chief benefit.

The largest airplane manufacturing plant in the world is located in the city of Seattle.

Owing to its demand in structural work, as well as in the machinery required by the mines of the surrounding country and Alaska, the pulp and paper mills, and the dairy, fruit, and fish canneries, the iron and steel manufactories rank next to those of lumber. Two of the largest canning machinery plants in the country, with a distribution throughout the entire Pacific Northwest, operate at Seattle.

That foodstuffs should be one of Seattle's chief commercial outputs is not surprising, when the great wheat-fields and orchards of her hinterland; the fish resources, the surrounding country of small fruit, truck gardening, and poultry industries, are considered.

Page Four

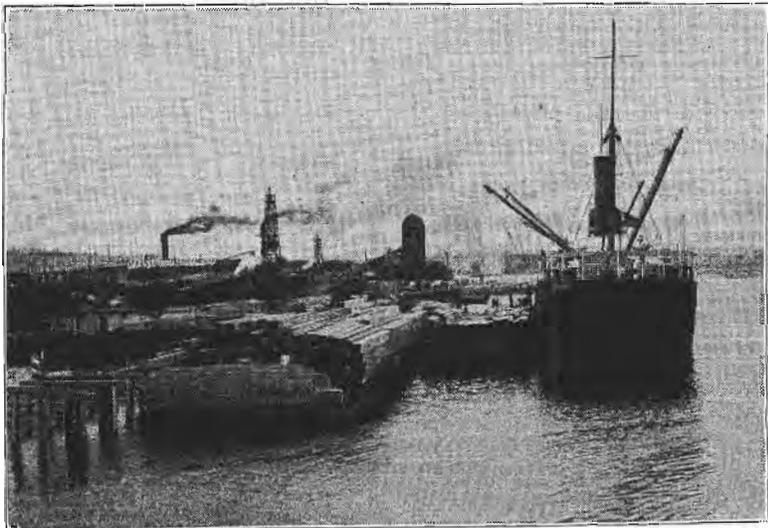
The major portion of the North Pacific fish production is marketed through Seattle, an industry that brings to the city approximately \$40,000,000 a year in sales profits and supplies furnished canneries and fishing fleets. Exports for canned salmon alone in the past year aggregated approximately 23,000,000 pounds, half of which was shipped from Seattle.

An industry growing with tremendous rapidity is that of poultry. Twelve years ago 160 carloads were shipped into Western Washington to meet the local demand. In 1929 the poultry and egg output represented a value of approximately \$30,000,000, an increase of practically 100 per cent since 1919, and the greater portion of which increase occurred in Seattle's trade territory.

In the midst of a land so richly adapted to the growing of small fruits and of vegetables, it follows that in addition to the canning industry, Seattle's cold storage facilities would rank with the finest in the country, raspberries, strawberries and loganberries have for years been preserved commercially through freezing. An entirely new venture, yet in its experimental stage, but



Air View of Seattle—Waterfront in Foreground, Lake Washington in Background



Lumber Mill on Lake Washington Canal

with a limitless horizon if successful, is a like preservation of such fruits in small containers for the retail trade.

If Seattle is superlative in manufacturing opportunities, where overhead expense is relatively low, and production relatively high, what may not be said in behalf of her beauty and delights as both a home city and a resort in which to spend happy days and weeks, if not months, of recreation? What words are left for her curving bay, wide stretches of Sound, and lakes whose waters reflect the blue-green of the distant mountains, with their guarding sentinels of eternal snow.

It may safely be said that no city anywhere combines so much of nature's beauty. Eastward are the Cascade mountains, so significantly named, surmounted by the magnificent white peaks of Mount St. Helens, Mount Baker, and, nearest and most sublime of all in rugged grandeur, Mount Rainier. Westward are the high Olympics—with their wild depth of wood and lake and stream, behind the jagged white teeth of which the sun sinks each day in a bursting flame; a flame that the waters catch and spread till all the western sky blazes in a glory that envelops the ships of the harbor, the city's skyscrapers and shining spires. To the rear are the great protected lakes of Union and Washington, with all about smaller lakes and streams—a veritable paradise of trees, woodland, fern and flower growth, to which broad smooth highways lead out from the thoroughfares and cosmopolitan marts of this magic city of the Pacific Coast.

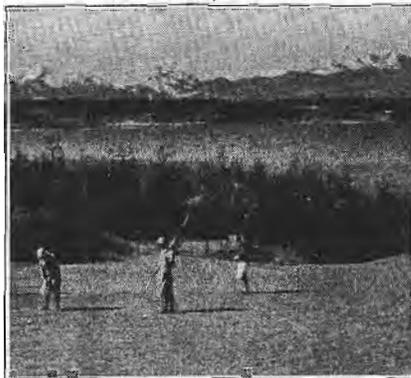
Seattle's famous system of boulevards could receive no more glowing tribute than that paid by the late Chief Justice Taft, who described the mas "One of the most magnificent combinations of modern city and medieval forest, of formal gardening and Nature's handiwork, with the most beautiful vistas of lake, sea and snow-capped mountain peak, that has ever delighted the eye of man in this or any other country."

Throughout the year the devotees of outdoor recreation may indulge themselves in swimming, golf, tennis, riding, canoeing, yachting, hiking, or anything else that their fancy dictates.

The thirty-six parks of the city, with their hundreds of natural and landscaped acres, their enchanting vistas, profusion



Flying Around the Crest of Mount Rainier



Green on Olymple Golf and Country Club Course

of trees, flowers and shrubs; their delightful walks and bridle paths, and their enticing picnic grounds, are all easily available.

Seattle has sixteen golf courses, on all of which—municipal, club and community—enthusiasts of the illusive little white ball may be seen from early morning till twilight throughout the year's four seasons.

Salt and fresh-water bathing beaches almost without number make swimming here the premier sport of all ages and both sexes, so that it is scarcely to be

wondered at that Seattle's sixteen-year-old girl entrant carried off the honors at a recent national swimming contest in Florida.

The city's parks alone maintain ten bathing beaches, all of which are provided with guards, and at practically all, bathing suits and equipment are available.

To drive along the shores of beautiful Lake Washington on a bright summer day is a revelation to him or her who sees for the first time water sports in their true element. Slim, lithe, arrow-like figures are diving from spring-boards, racing with long, graceful strokes through the water; standing—erect, sun-tanned gods and goddesses—on surfboards, drawn



A Seattle Home



A Municipal Bathing Beach



Railroad Yards and Water Transportation, Seattle

at flashing speed by motor-boats and launches; lying at luxurious ease in the warm, white sand.

Fourteen hundred miles of inland cruising on sunny seas, or dawdling among forest-crested and rock-rimmed little isles has promoted a large and enthusiastic yachting spirit in Seattle, with two yacht



Snoqualmie Falls



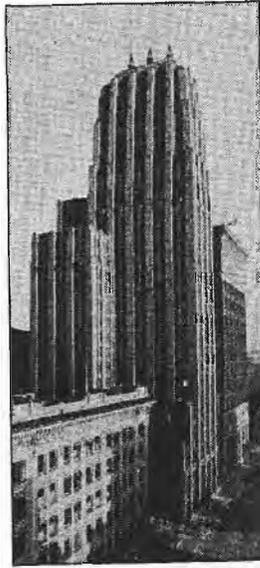
Mt. Shuksan, Mt. Baker National Park



Big Four Mountain, Cascade Range



Fishing In Cascade Mountain Streams



Northern Life Tower Office Building

clubs, where yachts, cruisers and speedboats may be hired or chartered, and which sponsor at frequent intervals membership races, with annual events in which Alaska and British Columbia each take part.

For the motorist, Seattle and surrounding country is a region not to be compared. Acting as a hub, the city sends out splendid highways in every direction that lead to nearby cities, to unique and beautiful mountain resorts; to delightful camping places, and, in their proper season, to domains where excellent hunting and fishing abound.

The disciples of Izaak Walton are lured from all parts of the globe to com-

bat with rod and reel the gamey salmon, or with the arts of trolling and casting to follow to their haunts the trout, bass, crappie, and perch in the cold streams and lakes of the Puget Sound country.

Seattle has been said, even by those who travel back and forth on prosaic street cars to prosaic work, to carry ever a holiday air.

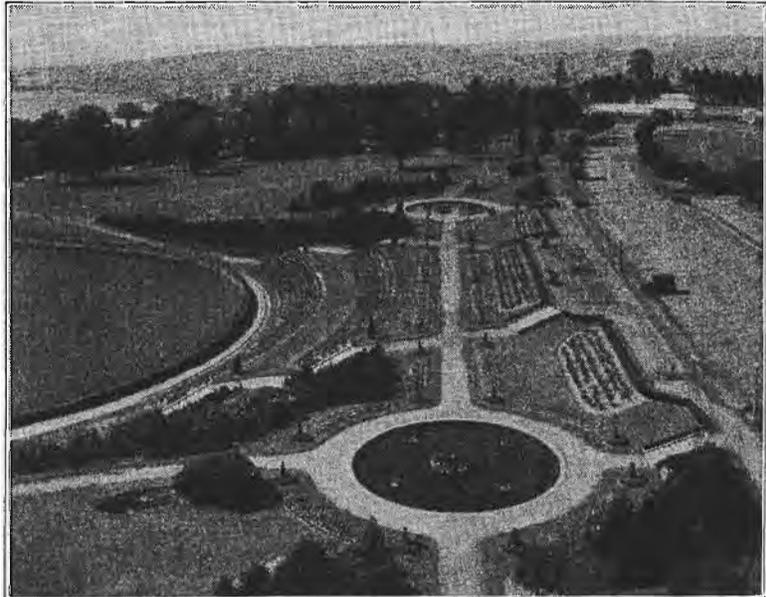
Whether or not this be true, certainly there is a glamorous, delightful something that envelops the city, and is accentuated in her downtown district of modern, metropolitan emporiums, exotic shops of Far Eastern wares; in her all-nations variety of restaurants and cafes, and enticing teahouses, her hotels and apartments, to fit all requirements and all desires, from the simplest to the most luxurious.

Down on the waterfront are quaint nooks and curious shops for days of exploration, where the tang of ocean salt fills the nostrils, and the accouterment of those who go down to the sea in ships is all about.

Not to be overlooked by the visitor is the arctic note of furs. Seattle is America's port of entry for the pelts of not only Alaska and Canada, but Siberia and the Orient as well. The products of her fur exchange, the annual commercial value of which approximates \$8,000,000, rank in quality with the best, a fact that the sumptuous displays of the fashionable shops would confirm to the most casual eye.

There is the Oriental quarter, suggesting in its picturesque quaintness our neighbors, China and Japan, just over where the sun goes down.

And ever there is the reminder of far places and unknown ports.



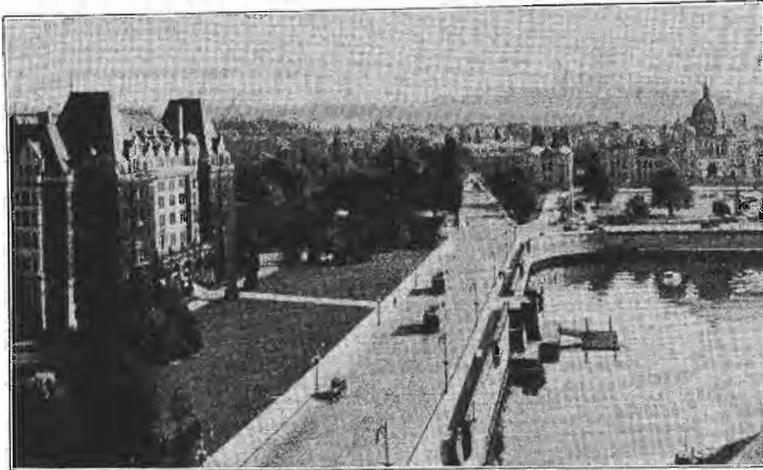
Formal Garden, Volunteer Park, Seattle

The Gateway to a Great Summer Playground

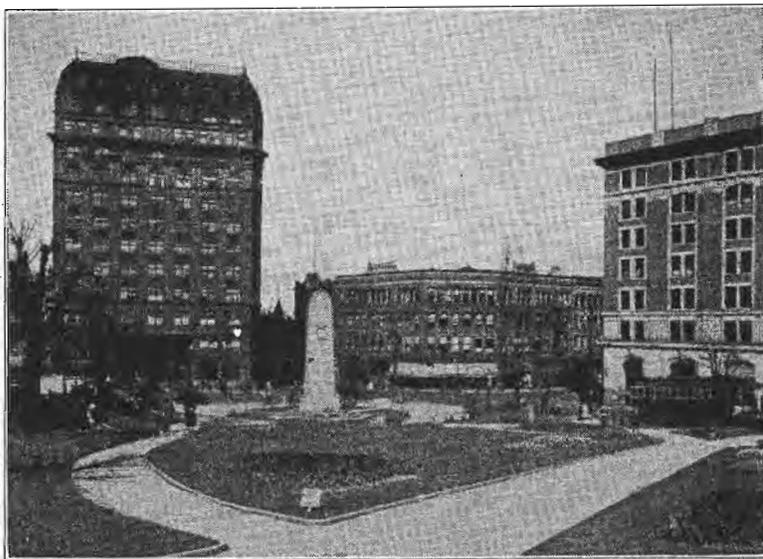
THE "Sound Country" in summertime is a land of all delight, for on its many winding water avenues are countless places to visit, to sail, to fish, to hunt big game or just to idle. Vacation days are here again and after the trip over The Milwaukee to the shores of Puget Sound, there are innumerable short trips

by water to fill in the days, and bring variety to the summer outing.

By boat we go to the woods and waters of the Olympic Peninsula; to the fascinating cities of Victoria and Vancouver in British Columbia; we cruise among the thousand San Juan Islands and visit Bellingham, where we can motor up to



Parliament Buildings and Causeway, Victoria, B. C.



Scene in Vancouver, B. C.

Mount Baker. And last, and greatest of all, we have the wonders and beauties of Rainier National Park, where the grand old mountain, its guests numbered by the

thousands, keeps open gateway all summer. No place on the North American Continent so magnificent and at the same time so accessible.

Grade Crossing Elimination

IN 1929 there were 2,485 fatalities and 6,804 injuries caused by accidents at grade crossings of railways by highways. A large proportion of all auto accidents at crossings is caused by motor vehicles running into trains.

There are approximately 240,000 such crossings in the United States.

Although about 1,280 crossings were eliminated per year in 1926-7-8, 1,950 crossings per year were created by public authorities in same period, an increase of 670 per year.

Average Cost of Eliminating Grade Crossings

It is estimated by the Public Service Commission of the State of New York that the average cost of eliminating grade crossings is about \$100,000 each. On this basis it would cost about 24 billion dollars to eliminate all such crossings.

Total investment in United States railroads at close of 1928 is estimated at 25 billion dollars. Therefore, without considering the continuous addition of crossings, it would require an expenditure substantially as great as the total cost of the railways to eliminate these grade crossings.

When the railroad system of the United States was constructed automobiles were unknown and the great development of high speed highway traffic could not have been foreseen. Railroad route mileage is less now than it was in 1915. The increase in grade crossing hazards has been coincident with the increase in number of motor vehicles.

Railway Income Controlled by Interstate Commerce Commission

Railway income, as represented by freight and passenger rates, is controlled

by the Interstate Commerce Commission. This income, despite efficient and economical management, has been insufficient to bring to the railways as a whole, and to western railways in particular, the "fair return" contemplated under the Transportation Act of 1920. Therefore, many roads have been for years and still are unable to undertake major improvements of various kinds to develop their properties and meet public demands.

There is no public sentiment in favor of relieving this situation by increasing passenger and freight rates. On the contrary, proponents of other forms of transportation seek to convince the public that there is an economic advantage to be derived from still further reducing railway revenues by diverting travel and traffic to these other channels.

Railway passenger revenues in 1928 were \$386,000,000 less than in 1920, but this does not tell the whole story, for up to fifteen years ago there was a steady increase in passenger train travel and an expectation that this increase would continue.

Passenger and Freight Revenues

The total volume of passenger traffic as represented by "passenger miles" was actually less in 1928 than in 1914.

In the fifteen years, 1900-14, inclusive, passenger miles increased at an average rate exceeding 5 per cent per year. Had this rate continued to 1928 the passenger miles in that year would have been more than double what they were, indicating a deficiency of over one billion dollars in that year below the level of a normal increase.

As to freight traffic, "ton miles" in the fifteen-year period ended with 1914, increased on the average over 5 per cent per year. Applying this percentage from 1914 on, the result shows a deficiency in 1928 below a normal increase level of close to one and one-half billion dollars.

Even if this estimated deficiency in freight and passenger revenues is cut in two, to be abundantly conservative, there remains a deficiency in 1928 of about one and one-quarter billions of dollars, due to diversion of traffic from the railways.

Increases in revenues due to higher rates cannot be considered as offsetting in part this deficiency in traffic. Rates were increased not to make up for reduced traffic, but because of the great war-time increase in costs of operation—rates of pay, prices of supplies, equipment, etc.—which increases over the pre-war period still are greater than the increases in freight and passenger rates.

Highway and Waterway Development

State and Federal Governments are finding hundreds of millions of dollars yearly for the extension of their good roads programs and the creation of hundreds of additional grade crossings. This money is raised by taxes.

State and Federal Governments are actively promoting the development of waterways involving the expenditure of hundreds of millions of dollars. This money also has been and is to be raised by taxes.

These waterways have been and are to be used in competition with rail service, and the proposed developments are promoted on the basis of reducing rail revenues.

(Continued on page 12)

ACCIDENT SAFETY FIRST PREVENTION

Safety Consciousness It's a Good Habit to Cultivate



John M. Hemsey

Chicago and Dubuque, making his headquarters at Milwaukee, Wis.

Mr. Hemsey entered the service on September 15, 1915, and with the exception of two years spent in the naval service during the war, he has been constantly employed in the Car Department. For eight years prior to his appointment as district safety inspector he had been handling air brake work, serving for a time as air brake inspector under Mr. James Elder. At the time of his assignment to the Safety Department he was working as test rack operator and operating the triple valve shop at Mason City, Iowa.

Mr. Hemsey, who is more commonly known as "Jack" among his acquaintances, is the son of General Foreman Hemsey, who is in charge of the new freight car shop at Milwaukee.

In coming in contact with Car Department employees he endeavors to instill upon their minds the hazards incident to the operation of the railroad requiring them to be constantly on the alert for the various elements and conditions which contribute to accidents and injuries. He desires to emphasize the necessity for good teamwork—a vital factor in shop accident prevention work, and the importance of having a thorough understanding of all safety rules which must be complied with in order to eliminate personal injury accidents. He is making every effort to come in contact with the employes in his territory so as to talk to them individually in an effort to develop an attitude of safety-consciousness on their part, knowing that when the men are capable of realizing a hazard they will be safe workmen. He calls attention to the fact that the safe workman is the one who takes his job seriously and does his work in a careful, well-planned manner so as to avoid injury to himself and fellow-workers and sorrow and oftentimes privation for his family.

Mr. Hemsey has prepared the following message, directed particularly to the Car Department employes in his territory, but applicable for use in all departments over the system: "Safety is a habit and as there are good and bad habits, it is readily admitted that safety is a good habit; it is a state of mind, a part of

one's make-up that ultimately contributes to the health and happiness of the employe and his family and increases efficiency, for where you have safe employes they are always contented and ambitious to do the right thing and do it without injury to themselves or co-workers. Safety-consciousness depends entirely upon the attitude of the employe and his desire for learning either by experience or observation and the application of this education in the safe discharge of his individual duties. "Accidents will happen," is an old and time-worn phrase which deserves no place in the vocabulary of the modern workman. It is a worn out alibi for countless accidents as the facts show that approximately 90 per cent of all accidents could be avoided by the recognition of safety as being one of the important branches of the training and education of the individual employe. The records also show that where safety is the predominant factor in the work, greater efficiency is to be found.

"I am sure that constant inventory of individual practice and the proper analysis of the work when coupled with common sense and conscientious effort will materially assist in creating safe and competent workmen. Remember there is a wealth of education in your red book of Safety Rules and I urge you to study its contents and apply the rules in carrying out your work."

The Safety First Habit

H. Johnson, Storekeeper

UPON whom are we going to center the responsibility of such a large number of accidents in our modern industrial age? Should we say it is an inherent hazard of the tremendous speed of the present day industry? Is it the result of an irresponsible employer? Is it a result of a careless foreman or fellow worker? Or shall we say most accidents are due to ignorance and neglect on the part of the employe?

It is true that the monotony and tiring nature of the modern job has something to do with the number of accidents. This fact is shown by statistics which show that approximately three-fifths of all accidents occur during the last few hours of the working day. It is fatigue that lessens the activity and the alertness of the worker.

Is it the result of an irresponsible employer? Not in the case of the Milwaukee Railroad, because it is one of the foremost companies in Safety First. With the proper co-operation of foreman and employes there is no limit to the amount of security and safety which will be given us. The railroad is intensely interested in every movement of safety, for it benefits them as well as we employes.

Some accidents are due to a careless foreman. He above all has the best opportunity to promote this movement. He should familiarize the men with the

dangerous places and conditions, obtain orderliness and cleanliness, repair or replace tools and equipment which create accident hazards, educate his men to work only under safe conditions and investigate thoroughly every accident with the view of remedying the unsafe condition or practice as the case may be.

Many times a fellow worker is careless and creates an accident hazard unintentionally—not for himself, but for others. We should always remember that someone else may enter into our area of work who is not familiar with the surroundings, for this reason we should insure safety for the entire area by taking the necessary measure of precaution.

The ignorant, neglectful worker is a menace to society. He is the cause of a great deal of suffering and misery to himself, his family and to others. If he does not take heed to the signs that warn him of danger and has not the ability to recognize danger he should be dismissed. Our railroad cannot have this type of employe.

The work in our department is perhaps not so hazardous as in other departments, but in all cases Safety First should be practiced and preached. We must remember to be careful under all circumstances and when caution becomes a habit with us there will be few injuries.

Roadmaster P. McMahon



P. McMahon

THIS is a picture of Roadmaster P. McMahon, with headquarters at Mason City, Iowa, who has charge of the Track Department forces on the west I. & D. Division.

Mr. McMahon entered the service of the company April 28, 1895, being promoted to section foreman on July 28, 1898. He served as section foreman and extra gang foreman until May 15, 1907, when promoted to the position of roadmaster which he holds at the present time. He has a mighty fine safety record and is out campaigning to carry his territory through the entire year 1930 without an injury.

The Safety First Movement

J. E. Crews, Conductor, S. C. & D. Division

IN a relatively short time—scarcely 20 years, I believe—the Safety First movement has spread throughout the whole United States with remarkable results. Our children are taught its principles in the grade schools, and all of us are constantly reminded of it by posters and pamphlets everywhere. Safety First has certainly greatly reduced accidents on American railroads. The B. R. T. monthly magazine has for years listed

each month the names of its members who have been maimed or killed. I have just compared the list in a recent issue with one of fifteen years ago, and I was surprised to note the decided decrease in accidents during this period. This undeniable evidence justifies Safety First, and summons us all to still greater efforts in promoting this worthy cause.

We can all remember when many risks were taken in operating trains, such as, a man going between moving cars to couple or uncouple, or to adjust draw bars, etc. The Safety First movement has taught us that these risks are unnecessary, and that trains can be operated just as rapidly and effectively along safe lines as by risky methods—if not better. The elimination of these hazards has certainly made our work far more pleasant and attractive.

I think the splendid way that the officials of the Milwaukee Road back the Safety First movement shows a broad and fine appreciation of the interests of their patrons, and of the welfare of the employes. The local officers have done a great deal to keep its precepts uppermost in the minds of all of us working on this division.

Practical Application of Some Safety Teachings

Paper Prepared and Read by N. J. Gorman, Dispatcher, S. C. & D. Division

BY direction of our chairman we are gathered here once a month to discuss ways and means of preventing accidents and the saving of human life, in other words, the best way of practicing Safety First is talked over.

Speaking of Safety First puts me in mind of the advertising department of a large store, which is continually putting before the people by medium of the daily press, the various articles for sale, giving their price, etc., also advance information regarding change of style, blending with the different seasons. Were it not for this department the store would not be very well known and evidently not very prosperous.

A similar move applies to Safety First. It must be talked and retalked, practiced daily and continually put before the employes. Every one should be interested in the changes being made in operation, new methods being used, etc., and, of course, the safest way to carry through. By attending these meetings regularly the employe is keeping himself alert to these changes and is without doubt taking the interest the management desires.

I read in the *Evening Tribune* one day last week where a relief agent of the Union Pacific Railway was successful in saving a girl's life, or bringing her back to life rather, by artificial respiration. It seems she came in contact with a hanging high voltage wire while playing. This man had learned to save human life by this method at a Safety First meeting.

Some meeting in the future with permission of the chairman, I would like to have a demonstration put on for the benefit of all present. Believe I can get a competent person to do this. Never can tell when some one of us would be in a position to make use of it. This applies to drowning, suffocation by smoke, and is called the Shaeffer method.

An Ardent Safety First Booster



Henry Samek

THE picture herewith is that of Section Foreman Henry Samek of Beulah, Iowa, I. & D. Division, who has completed forty-three years of service, during which time he worked under seven roadmasters and ten superintendents.

In 1894 Mr. Samek was appointed section foreman. Two years later there was a flood in Beulah, in which twelve miles of track was washed out, together with bridges, fences, cars, and the depot, thirteen persons being drowned. It took three weeks before the line was rebuilt, many of the farmers leaving their plows in the field to lend their assistance in rebuilding the line. When the cars again started to move over the new track, people for miles around came to witness the event and cheered as the train rolled by.

One night, while stationed at a rock cut east of Beulah to watch for landslides, a slide of rock and dirt rolled down into the cut directly in the path of train No. 8. However, Mr. Samek ran down the track and flagged the train in time to prevent a derailment.

In all his years of service, he has never had an injury to any of his men nor himself and is a very ardent Safety First booster.



Roy and Ralph Minton

Twin Brothers Now Roadmasters on the Milwaukee

IN the appointment of Roy Minton as roadmaster on the Dubuque Division, between Green Island and Marquette, there has been established a precedent which perhaps has never occurred on any railroad in the United States, and that is, having on one railroad twin brothers who are serving in like official capacities. Ralph Minton, the older brother, was appointed roadmaster on the Iowa & Dakota Division June 6, 1927, with territory from Chamberlain to Belvidere, South Dakota, which has been changed to cover the territory from Mitchell to Murdo, South Dakota. Both men came from the Wisconsin Valley Division at Minocqua, Wisconsin. Roy Minton entered the service of the Milwaukee as laborer in 1910 and was promoted to a foreman in April, 1913; he spent most of his time at Min-

ocqua on the Wisconsin Valley Division. The past five years he acted as foreman on large surfacing and ballasting gangs on the Wisconsin Valley, Superior, C. & M., Iowa, Racine & Southwestern and River Divisions.

Ralph Minton also came from the Wisconsin Valley Division at Minocqua. Entered the service as laborer April 1, 1909, was promoted to foreman August 11, 1909, at Merrill, Wisconsin, and was transferred to Minocqua, Wisconsin, February 18, 1912; was engaged in small extra gangs taking up discontinued railroad, relaying rail, surfacing gangs and had charge of the snow fleet at Minocqua for ten years or until June 6, 1927, when he was appointed roadmaster on the I. & D. Division.

During all their years of service these brothers have demonstrated their interest in accident prevention work which is proved by the fact that they have never had a serious injury to themselves or any of their men. They are continually after the employes in their respective territories and expect to go through the year 1930 with a clear record.

Leave Your Cares Behind

Paul Russell

WHEN you're starting out for work,

Leave your cares behind.

In them many dangers lurk;

Get them off your mind.

They will lead your thoughts astray,

Lead them in a careless way.

They will spoil your working day;

Leave your cares behind.

With your hand upon the knob,

Leave your cares behind.

Do not take them on the job

With your daily grind.

Bless the baby, kiss your wife,

Cast aside domestic strife,

Work safely and save your life,

Leave your cares behind.

Education in Safety Practices

*J. H. Anderson, Train Dispatcher,
Channing, Michigan*

FOR many years modern industry in the United States, especially the railroads were confronted with the serious problem of preventing injuries. Carelessness on part of the victim was found to be the chief cause of nearly all accidents.

We find that in 1914 there were a total of 192,662 injured and 10,302 killed on all steam railways in the United States and therefore we can readily see the necessity of overcoming this tremendous casualty list. About this time the railroads of the United States decided the most practical way to eliminate, or at least reduce this great loss, was to instill in the minds of everyone connected with the railways the great lesson: Safety First.

What the lesson Safety First has done for railway employes can best be appreciated by the tremendous reductions in number of employees killed and injured as shown, according to the records for the past year. The great improvement is apparent to anyone who has had opportunity to mingle with a group of railroad men today; who will find unsafe practices the rare exception rather than the rule. I think Safety First has far greater significance to the body of railroad men than to almost any other body of men, as we

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N. J. Van Schoyck

N. J. VAN SCHOYCK, manager of mail and express traffic, passed away at his home in Chicago, April 30, of pneumonia, after an illness of eight days.

He was born January 16, 1881, at Indianapolis, Ind.

"Joe" or "Van" as he was commonly known entered the service of the company in March, 1898, in the office of the Car Accountant, advancing steadily to the position he held at the time of his death.

Mr. Van Schoyck served the company efficiently and with great fidelity. His passing is keenly felt by all who knew him and was a shock to his business associates in railroad circles, the post office department and railway express agency, as well as his many friends.

He was a man of excellent character and unquestioned integrity and we offer to his bereaved family our heartfelt condolence.

Masonic services May 3, 1930. At rest at Acacia Park Cemetery, Chicago, Ill.

Work for Prosperity

THERE is, probably, nothing at the present time of greater interest and importance to railway employes than the return of prosperity. Prosperity and lots of business is what is needed on the railroads right now, and to this end every man and woman employe and every member of the families of employes are bending their energies toward getting business for our road.

The tourist season is about to commence and there will be people from our towns everywhere planning on a trip somewhere. Let's get after our neighbors and friends and point out the advantages of travel by our line; let's sing over and over again the song of The Electrified Railroad—dustless, smokeless, free from jerks and jars, roller bearing, wonderful dining car service, and splendid food prepared under the direction of the master chef, George Rector; beautiful scenery enjoyed in the clear, sparkling, pure air of white coal power. All these and many more wonderful "talking points" on which we may inform ourselves by

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F. N. Hicks

Western Traffic Manager

THE many friends of Mr. Fred N. Hicks are congratulating him on his recent advancement from the position of assistant traffic manager to that of western traffic manager. Mr. Hicks' territory is on Lines West and his headquarters remain at Seattle.

Mr. Hicks is a veteran of The Milwaukee, having filled various positions in the Traffic Department since he first entered the service.

Mr. Hicks has a remarkable personality, being of the quality which makes friends among all classes. He is thoroughly democratic. He sits in conferences among big business men and high officials with the seriousness befitting the importance of the occasion and goes out just as readily with the "boys" of his department to bowl or play golf; always radiating that kind of good feeling which makes him a beloved "boss" and a valued friend.

application to the General Passenger Department for literature concerning the interesting places to go that are reached by The Milwaukee Road.

Now a thought in the matter of "getting the business" for our freight trains. Here are a couple of concrete examples of what some loyal ladies, members of the families of a couple of supervising officials "out on the line" have actually done to get traffic. One of these ladies was due this year for a new car. The family had always driven a car of a certain make and the dealer in that town naturally expected to sell her a new model of that make. Did the lady buy that car? She did not. When the dealer came to her about making a sale, she politely but firmly said, "By no means, Mr. ———, I could not enjoy driving your car now, for you do not ship your cars over the railroad. You have them driven in, and when we buy a new car it will be one that has come in on The Milwaukee." And all that dealer could do or say, this loyal lady stuck to her determination and bought the car which had come in on the railroad.

Another lady, also due for a new car, not only refused to buy a car which had been driven in, but she went about among her neighbors and friends telling them that a car which had been driven two hundred and fifty miles from the factory was not, in the commercial sense, a new car; and in several instances she carried her point. With the result that the dealers in that town are ordering some cars to be shipped in, in order to overcome "the

jinx" which seems to have settled on their sales.

One more: A loyal wife of a Milwaukee officer was taken to task by a merchant of her town because she patronized a chain store. Her reply was that she not only had done so, but she would continue to do so as long as the chain store shipped their goods in on the railroad, while that particular merchant in common with many others in the town had their stocks brought in by motor truck. If the merchants want the business of the railroad people, it is only fair play for them to patronize the railroad.

Gallatin Gateway Opens in June

THE park season will soon be upon us, and Gallatin Gateway, with its marvellous beauty of scenery, its fine highway clear to the entrance of Yellowstone Park is ready to greet its summer visitors. The record of Gallagaters last year was a proud one, and it's up to us all to grab off every possible tourist for our own line and our own splendid facilities for the ease and pleasure of park visitors. We must each and every one be a solicitor in the Passenger Department interest, and help General Passenger Agent Dixon and his entire staff to outdo all previous records.

Their Golden Wedding

ON Monday, May 5, 1930, Mr. and Mrs. Martin Whalen celebrated their Golden Wedding at Lansing, Iowa. The celebration was in the form of a family dinner with over fifty relatives present.

Mr. Whalen was born at Monches, Wis., on August 15, 1853, and Mrs. Whalen was born at Wexford, Iowa, on February 5, 1857. All of the eight living children were present except Martin F., of Othello, Wash., who was unable to attend.

Martin Whalen also completes sixty years of service with the Milwaukee Road this month, having assisted in building the grade for what is now the I. & D., Dub. and S. M. Divisions.

Mr. and Mrs. Whalen have eight living children, 21 grandchildren and a great-grandson. One son died in infancy and two daughters died during the influenza epidemic in 1918. Their four sons are all railroading and Mr. Whalen and his family represent 161 years of Milwaukee Railroad service.

Martin Whalen, 60 years.

Edmund J., 15 years. (Now with E. J. & E. R. R.)

John P., 34 years. (Now Roadmaster, Madison Division.)

Martin F., 28 years. (Now Yardmaster, Othello, Wash.)

William J., 24 years. (Now Trainmaster, La-Crosse Division.)

William Salisbury

ON May 9 occurred the sudden death of Veteran Engineer William Salisbury of Elgin, Illinois. His service date runs back to the year 1870, when he started on the old Chicago & Pacific Railroad, now a part of the Illinois Division. He was also a veteran of the Civil War, serving with the 141st Illinois Infantry.

He is survived by his widow, one daughter and one son; five grandchildren and one great-grandchild, to whom the sympathy of Mr. Salisbury's many friends of The Milwaukee Family is extended.

Education in Safety Practices

(Continued from page 9)

have not only the welfare of ourselves, and of our fellow employe at stake, but we have the welfare of the public whom we serve, therefore, the Safety First idea must be doubly instilled in our minds. Would it not be in line for each of us to appoint himself a committee of one and start out on a tour of safety inspection to see just how many unsafe conditions and unsafe practices we can locate on the railroad, being sure to report any unsafe condition or unsafe practice to our superior officer to be forwarded to the proper official who will have the condition changed? There are some of us who many think this too personal and that it will invite too much criticism, but if the criticism is of a constructive nature and therefore will do someone good by keeping a fellow employe, possibly from being fatally injured, or eliminating the lesser injuries, isn't it worth while, regardless of what criticism it may bring? If, through ignorance, you were doing your work in an unsafe manner, risking life and limb every minute, you certainly would appreciate anyone showing you the safe way to do your work, therefore you should at once call the attention of a fellow employe who may be inviting injury through ignorance of unsafe practices or conditions, the moment you discover same. Education in safety is a very important subject, and should be uppermost in our thoughts at all times. Before you make a move, be sure the move is safe. We should be on the alert at all times, and before starting our day's work, if we feel we are not physically able to cope with any emergency that may arise due to not being rested, being in a frame of mind which might prevent us from concentrating our mind on our work properly, it were better we stayed at home. We should forget all domestic cares and worries while at work.

We surely want to keep the ambulance from stopping at our house and no better way to prevent this, is to live, preach, and practice, Safety First.

On Safety First Rules

J. Rebman

IN every great movement or business, there must be some kind of a system to be governed by. Generally this is done through a system of rules or instructions. The Safety First movement on the railroads has adopted a book of rules governing the different departments, the composition of those rules has been gone into very thoroughly to govern every movement of the employe for his safety. With the experience of the past, safety rules have been written and rewritten and molded to have the desired effect upon the employe to make him realize the danger that surrounds him in his everyday occupation. Each employe should specialize in the study of those safety rules which govern him as he does not know with what he may be confronted on the morrow!

Every great movement that has benefited the human family has had some kind of sacrifice with it; the lack of Safety First on the railroads has paid its toll in the past. It is from this experience that we have come to realize our mistakes and our making a human effort to correct same. The Safety First movement is in a stage of evolution, step by

step and day by day the movement is moving to a higher plane. The real spirit of Safety First has not kept abreast with the speed of the times. We have been going along so fast that the safety movement has been partly forgotten until the toll has been so great and appalling that it has almost taken our breath, when we come to audit the actual figures. It was those figures which aroused us to a higher duty along the Safety First lines as the book of rules did not have the desired effect, so the educational campaign was instituted. The campaign was composed of get-together meetings with exercise of free speech and a mutual understanding, also with a series of educational posters teaching us personality and friendliness amongst our co-workers, bring the correct spirit to us in doing our work, teaching us modern ways away from the habits of carelessness and acting as a shining star in our path to lead us out of danger and

along those lines we have made considerable progress.

It is compulsory to learn the book of rules in the operation of trains through examination and educational meetings and we should take Safety First rules just as seriously. We are confronted with dangers every minute while we are on duty, that is why railroad men think they live a double life. We do not realize how serious the dangers are until they actually come home to us through an accident.

It is our duty to specialize ourselves and our co-workers in the book of rules and educational posters and in the propaganda on the Safety First movement so we will not become a frozen asset to our employer and family.

To make the safety movement a success you must have a studied knowledge and understanding on the book of Safety Rules and to avoid accidents.



Extra Gang Holds Safety Meeting

ON April 16, at Washington, Iowa, on the Kansas City Division, the supervisors of the large extra gang under Roadmaster J. T. Loftus were called together at the depot and a Safety First meeting was held. The accompanying picture will show those who attended. Among those present were Assistant Engineer Maintenance of Way William Shea, J. D. McDermott, president of the Olympic Commissary Company, Superintendent H. F. Gibson, Trainmaster W. C. Givens, Division Engineer W. H. Vosburg, Division Storekeeper G. C. Sheridan, Roadmaster in Charge J. T. Loftus,

General Foreman Fred Mallas, General Foreman Lou Guinn and District Safety Inspector H. G. Smith. Talks were given by practically all of these officers and it was felt that the meeting did a great deal of good in the way of informing the foremen and assistant foremen as to just what steps should be taken to keep the men from being injured. The minutes were taken down by Timekeeper William Herlehy, who made a nice report, in which he called attention to the fact that the air fairly oozed with safety and it was no place for a man who did not carry out the safety instructions.

It is such meetings as these that are materially assisting in reducing personal injuries.

SAFETY RECORDS

THE Refrigerator Service and Claim Prevention Department employes numbering 98, under the direction of Mr. W. L. Ennis, went through the months of February, March and April without a reportable injury. This is a nice record.

Master Mechanic C. L. Emerson of the Chicago Terminals calls attention to the commendable records established by the employes in his territory. In the Division Street District where approximately ten men are employed under Foreman D. C. Cartwright, they have completed three years and two months without an injury of any kind, and at Western Avenue Roundhouse where 285 men are employed under General Foreman H. L. Mitts, they have completed a total of 446 days without a reportable or lost time injury. These are some mighty fine records.

The Dayton Supply Yard at Aberdeen, South Dakota, under the jurisdiction of Division Storekeeper J. Gove, has had but one lost time injury since April 15, 1929. The number of men at this point varies according to the amount of material handled. Over twelve million feet of lumber is handled in and out of this yard in a year's time, being unloaded from the cars, placed in regular piles and reloaded as later required. The material is heavy and bulky, including piling, which weighs thirty pounds to the foot, switch ties, crossing planks, building material, etc. Safety meetings are held each month, in which the men take an active part and show considerable interest. They are proud of their record at Dayton Yard and have just cause to be.

The contest for the two-month period ended February 28, 1930, shows the following officers on the top of the list in their various groups:

Name	Title	Division
D. W. Kelly	General Superintendent	Middle District
B. F. Hoehn	Superintendent	Wisconsin Valley

John Turney Master Mechanic Twin City Terminals
 F. D. Campbell Assistant Superintendent, Car Department Lines West
 A. F. Manley Trainmaster Trans-Missouri
 H. R. Abrahart Assistant Master Mechanic Chicago Terminals
 (Classed as Traveling Engineer)
 H. C. Blake Division Engineer H. & D.
 R. J. O'Connor Roadmaster Illinois
 F. J. Welch Chief Carpenter Superior
 W. G. Chipman General Yardmaster Illinois
 F. M. McPherson District Storekeeper Terre Haute, Chicago Terminals,
 F. S. Peck Middle District

Agent, Union Street Station Chicago Terminals
 J. F. McConahay Signal Supervisor Middle District
 G. Lamberg Locomotive Shop Superintendent Twin City Terminals
 L. B. Jenson Car Shop Superintendent Milwaukee Terminals
 J. J. Roe Store Shop Superintendent Illinois

The co-operation of all the employes in general is solicited in connection with the efforts being put forth by their supervisors to reduce or entirely eliminate personal injuries so that their supervisor will head the list. Bear in mind that when your supervisor is on the top, it shows that all of the men under him are working along the proper lines and are to be complimented for the efforts they are putting forth. Boost your division or department by having a clear record and put your supervisor on the top of the list.

The figures for the month of March and the three-month period are summarized as follows:

	March, 1930			March, 1929			Decrease		
	Fatal	Report- able	Lost Time	Fatal	Report- able	Lost Time	Fatal	Report- able	Lost Time
Lines East	3	38	14	1	113	40	*2	75	26
Lines West		8	9		17	3		9	*6
System	3	46	23	1	130	43	*2	84	20

A decrease of 63 per cent in reportable cases.

	Three Months, 1929			Three Months, 1930			Decrease		
	Fatal	Report- able	Lost Time	Fatal	Report- able	Lost Time	Fatal	Report- able	Lost Time
Lines East	8	126	56	5	431	140	*3	305	84
Lines West	3	20	16	1	63	21	*2	43	5
System	11	146	72	6	494	161	*5	348	89

A decrease of 69 per cent in reportable cases.

*Increase

These figures show that there are entirely too many employes who are sustaining injuries, and a special request is made that every precaution be taken during the following months of the year so that a further reduction can be brought about. Remember the safety rules were put out for your benefit and you should study them carefully. You will find them to be a great help to you in doing your work in a safe manner. Always be on the alert and keep safety uppermost in mind at all times. We are out to establish unparalleled records this year, and it will be necessary for each employe to do his share.

Grade Crossing Elimination

(Continued from page 7)

Problem

If grade crossings are to be eliminated, how should the program be financed, having due regard for all factors and in fairness to all interests?

Factors

Railway users—passenger.
 Railway users—freight.
 Railway investors.
 Motor vehicle users—pleasure.
 Motor vehicle users—commercial.
 Motor vehicle manufacturers and investors.
 Taxing bodies, representing the public.
 Communities.

For reasons set forth herein railway users and investors cannot in fairness be expected to assume a large share of the burden, for the benefit of motor vehicle users, manufacturers and investors.

Ability of the state and federal taxing bodies to obtain great sums for highway and waterway improvements suggests a solution in several ways:

First.—The application of larger portions of highway funds received from general taxes, gas taxes and other sources to the safeguarding and protection of present highways rather than to the extension thereof.

Second.—The recognition by Government of the hazardous conditions at grade crossings and the appropriation by Government of adequate sums to alleviate these conditions rather than to appropri-

ate only for waterways and other objects of unproved practicability.

Third.—A special "grade crossing tax" might be levied appropriately upon the two and one-half million common carriers that use the highways for profit.

Conclusion

It is not reasonable to expect railroad patrons and investors to finance highway improvements through increased rail rates for the benefit of motor patrons and investors.

It is reasonable to expect that those who prefer to travel and ship by motor, thus reducing rail revenues, shall pay the cost of making the highways safe for their use.

Recognition by federal, state and local governments of their responsibility for the protection of life and limb on highways should bring about a diversion of appropriations from projects of lesser importance from the standpoint of safety to the elimination, within the shortest possible period of time, of hazards on public highways which came about long after the railroads were built, and for which the public is responsible.

All factors considered, it is evident that the railroads should not be obliged to assume the defensive in any discussion of grade crossings. As a matter of national concern, becoming more important each year, it should receive more consideration by federal, state and local authorities than is now being given matters having only economic importance.

"The Answer"

F. J. Welch, Superior Division

WHO am I, you may ask,

To dog your steps in your every task,

No matter whatever job you hold,
 Be it large or small, it has off' been told
 That not alone where the greatest haz-
 ards are

But in office, in home, in the family car
 I daily take my gruesome toll,
 Stopping at naught to reach my goal;
 Discounting all wars throughout the
 years,

Doubling their sufferings, tripling their
 tears,

Assessing tribute in my arrogant sway,
 Absolute Monarch of all I survey.

But my power wanes as my minions all
 Are cowed by a strange and clarion call,
 As an enemy looms with a new appeal,
 A bold foeman worthy of my steel,
 Daring to enter my domain

With the pluck of youth to contest my
 reign.

He gathers recruits from the rank and
 file,

With a purpose set that knows no guile.
 And as his legions grow with each com-
 ing day,

I marshal my imps for one last foray.

A stand forlorn, as the on-coming foe
 Is none other than "Safety First," and so,
 Knowing this, 'tis an easy guess.

That I am the Demon Carelessness.

Sanborn Chapter

Mrs. J. C. Peterson, Historian

OUR regular business meeting was held on March 21, at the club rooms, with our president, Miss Evah Washburn, presiding.

Reports were read by various chairmen. Cards were played during the social hour and an excellent lunch was served by the hostesses.

The outstanding event of this month was the Boy Scout banquet which was served at the Omer Hotel on Tuesday, March 18.

Twenty-six Boy Scouts, together with Scoutmaster Grafton and the Troop committee, D. M. Norton, Ellis Miller and L. A. McDonald, were seated at one long table artistically decorated with the national colors, which color scheme was carried throughout the menu.

The boys marched in double file from the club rooms to the hotel dining room where placards neatly arranged against tiny American flags stuck in small gumdrops, directed them to their respective places. A bounteous dinner was done ample justice to by all. Before being seated at the table "America" was sung, and the boys repeated the Scout oath. Scoutmaster Grafton gave the invocation.

Much interest was manifested and it seemed to be the opinion of all that the occasion is the beginning of bigger things for Scout Troop No. 71 of Sanborn, Ia.

The Milwaukee Club are sponsors to the Boy Scout movement in Sanborn and we are putting forth every effort to make it a success.

LETTER FROM A CHINAMAN TO HIS LANDLORD

Yes, indeed, I arrears three months rent. If you were I should you pay and keep mouth shut, who is like damn fool to pay the thing unsatisfactory.

Unless you patch the roof and put new paper on wall then I clear that. Later if you do not do I shall sure you damage for working hours. Many time the worked had done however, midnight rain, next morning all clothers wet I have start all over and maste my time for nothing.

Current News of the Railroad

New Settlers at Fairfield, Mont.

In the Sun River Irrigation District
SINCE last fall, ten new families have settled on the Greenfields Division of the Sun River Irrigation Project served by The Milwaukee extension from Great Falls to Agawam. Our Colonization Department is co-operating with the Reclamation and Extension Services and the settlers, in making known the very unusual opportunities offered for diversified farming on this government project.

Construction will be fully completed in 1930 and ample water assured at a very low per acre cost. Our Agricultural Development Department is co-operating with the County Agent and practical farmers on the project in working out proven farm profit programs which will be of great assistance to settlers, both old and new. Practical farm units vary in size from 80 to 240 acres and the grains, alfalfa, sweet clover, garden and vegetable crops, are produced abundantly and certainly with irrigation. Dairying, hogs, poultry raising, bee keeping and small farm flocks are successful.

Mr. A. W. Walker, superintendent of the U. S. Reclamation Service at Fairfield, Montana, advises that good deeded land is obtainable at prices ranging from \$30.00 to \$50.00 per acre and that the average annual construction and maintenance charge for water will not exceed \$2.00 per acre, which is a very, very low cost for absolute assurance of all water needed for crop production.

There are now about one hundred families living on this project. In the fall of 1930, the government will open to homestead entry between sixty and eighty tracts on the project. The development of this area into a prosperous farming community is assured.

Opportunities East of the Missouri

On the Main and Branch Lines from Aberdeen to the River

SINCE May 1st an investigation has been made of localities served by the main and branch lines of The Milwaukee Road northerly and westerly from Aberdeen to the Missouri River. Study has been made of the resources, production records, available improved and unimproved lands in these territories. As a result, we have learned there is need for new settlers in most parts of this territory; that high-class productive farm lands are available at almost incredibly low prices and on terms of payment favorable to the homeseeker.

The Milwaukee Road can render a real service to people of moderate means appreciating the many advantages of a productive farm home, by calling their attention to the excellent opportunities in this East Missouri River territory. We will, at the same time, help all communities we serve therein.

Livestock Feeding Along the Milwaukee

Working to Develop a Livestock Feeder Industry

IN cooperation with the Extension Service, the Agricultural Credit Corporation of Minneapolis and local civic and

farm organizations, our Agricultural Development Department is seeking to develop a livestock feeder business in territories which offer such opportunity or where production of feed and hay crops can be increased.

We are seeking to develop a feeder demand for our livestock produced in Western Dakota, Montana, Idaho and Washington. Our railroad is very favorably located as regards both producing and feeding areas and many localities in Eastern North Dakota, Eastern and Southern South Dakota, Iowa, Minnesota and Wisconsin are capable of producing feed supplies for a large number of livestock.

Our Development Department believes it can render a real service by developing a feeder demand in these districts, and thus help bring about the most profitable utilization of lands therein. The Greater North Dakota Association called a conference at Fargo a short time ago to give particular attention to this livestock feeder development in the Red River Valley and it was there unanimously agreed that this sort of development would be very desirable. This program is in line with the long-time forecast made by the U. S. Department of Agriculture in February, last.

In carrying out this work, it will be necessary to select qualified farmers who are interested in feeding livestock and who have the necessary feed, water and equipment; also, to carry an educational work with them relating to the feeding, care, management and marketing of the livestock they feed.

Prize Trips to Chicago

For 4-H Club Boys and Girls

OVER two hundred prize winners and delegates from localities served by The Milwaukee Road will be awarded prize trips for attendance at the Chicago International and 4-H Club Congress in 1930. These trips will be offered and winners selected by the directors of 4-H Clubs in each state.

There is no greater incentive for the furtherance of this fine development work than these trips have proved to be in past years. The boys and girls are accompanied by county agents and club leaders or other representatives of the Extension Service and our Agricultural Development and Colonization Agents will help on the trips and while they are in Chicago.

Very complete arrangements are made by the National 4-H Club organization and the boys and girls are given many educational and entertainment opportunities. Our railroad, in cooperation with other railroads, tenders a very fine banquet to them each year.

Water Control in Musselshell Valley

Utilization of the Flood Waters of the Musselshell

ON May 6, following a hearing before representatives of the War Department at Harlowton, a permanent organization was effected for the purpose of securing more information and carrying on a constructive program which will result in the control of the flood waters and the more profitable utilization of all

waters in the area drained by the Musselshell River.

It is proposed to impound the waters of this stream by means of dams and reservoirs, thus preventing the rapid run off in the spring and early summer seasons. It was conclusively pointed out at the hearing that such water control would insure ample water for irrigation and livestock purposes and so increase the production of hay crops on the bottom lands along the Musselshell that winter feed would be assured for increased livestock production.

At this time, the Extension Service of Montana is also investigating the Musselshell Valley irrigation situation for the purpose of gathering information which will be of benefit to the settlers and landowners in that area. In all this work, our Agricultural Development Department is cooperating and we hope results obtained will bring many and real opportunities for new settlers. The organization made at Harlowton represents all of the civic, farm and livestock organizations in the valley.

Farmers' Letters Best Advertising

In Them Honest Opinions are Expressed

BY advertisements in magazines and newspapers and by personal solicitation, we are endeavoring to present the merits of localities served by the Milwaukee Road and tell their opportunities offered to new settlers. This is effective but does not have the very remarkable advertising value contained in personal letters from farmers, in these too thinly settled localities, to their friends in other states. Personal letters are the most intimate written documents we have, for in them honest opinions are expressed, no propaganda is intended by the writer or suspected by the receiver.

Our Agricultural Development and Colonization Department is presenting this matter to all civic and farm organizations in our territory where more settlers are needed, and honest opportunities are offered and is urging that such organizations impress upon the people in their communities the fact that letters expressing optimism and satisfaction will prove to be one of the most powerful regenerative forces for the upbuilding of the Northwest and the bringing in of new settlers for our farm lands who are farmers of the most desirable types.

Attention is also being called to the fact that during the summer months there are thousands of automobile tourists visiting all localities, many of whom are honestly seeking to learn the opportunities offered for farm homes. Many of these ask our farmers for information and too many times are curtly answered. Nothing makes so deep an impression on a stranger as friendliness on the part of our people and if such inquirers are received in a courteous and friendly manner and enabled to secure the information they desire, this will surely be very helpful in promoting land settlement.

Price deflations of past years mean present opportunities for men of moderate means to acquire farm homes and independence. New settlers will mean added prosperity to many localities served by us and we believe the people therein can help themselves by properly and honestly using the means of personal letters and by being courteous and kindly to tourists.

The Milwaukee Road in the Movies

Scenes for a Railroad Talking Picture Being Taken on the Milwaukee's Scenic Route in Montana

DURING the past month a group of one hundred movie people, including such noted artists as Jean Arthur, Louis Wolheim and Robert Armstrong, have been "on location" in Sixteen-Mile Canyon at Miles City and other points in Montana filming scenes for a play which unless an apter title is found by the promoters, will be called "The Record Run."

The picture is to be an all-talkie featuring Miss Arthur and Wolheim and Armstrong and George B. Seitz is directing. It is an R-K-O production and the entire outfit arrived in Miles City on a special train with their production paraphernalia, ready for action.

Many of the scenes were taken in the railroad yards of The Milwaukee at the company's shops in Miles City, while others centered in Sixteen-Mile Canyon in the vicinity of Deer Park,

where the earthquake held front stage a few summers ago.

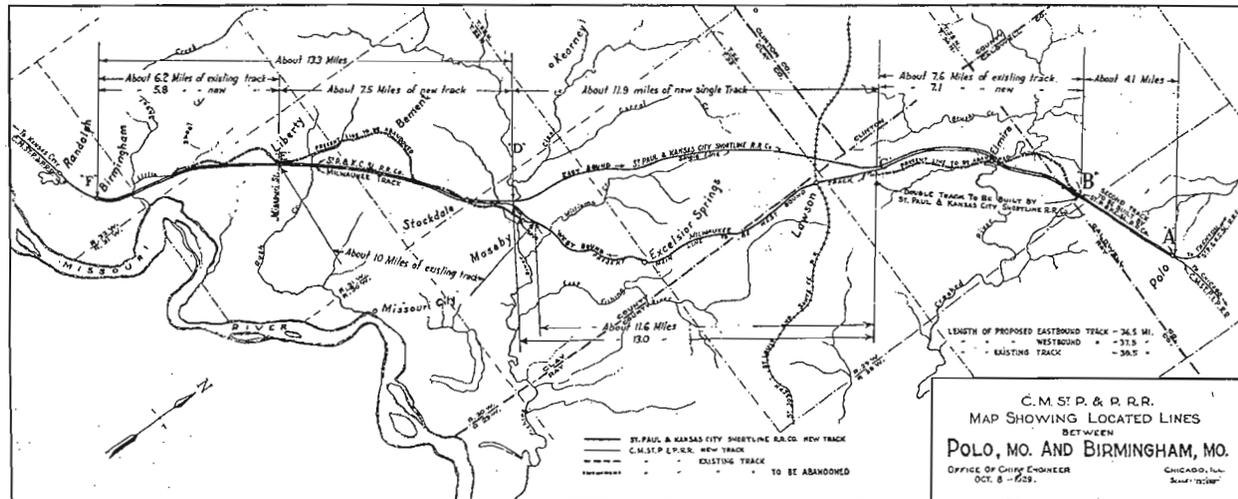
According to the production manager, a company of one hundred people were brought out to Montana locations and a score of middle western cities between Butte and Chicago for the purpose of "producing the first epic of the railroad on the standard and wide film, with sound. The entire picture will be photographed along The Milwaukee Railroad. The picture will be an adaptation of an original story by James Ashmore Greelman and directed by George B. Seitz. Not only will it be a screen version of plot, counterplot, romance and intrigue, but for the first time we will depict in an interesting and entertaining fashion the complete operation of a huge transportation system." New methods in both photography and sound recording will be used and wide film cameras with heretofore unknown camera effects will be obtained. Never before has there been an attempt to record dialogue plainly amidst the noises incident to railroad yards and train operation, and it is expected that with

the new appliances the present attempt will be a complete success.

Milwaukee officials are lending all possible help to the project. Mr. Walter St. Clair, traveling passenger agent, of Los Angeles, is present with the R-K-O party as technical director. General Superintendent Rossiter and Superintendents Sorenson and Gillick, F. L. Wozny, dining and sleeping car inspector, and F. J. Newell of the Public Relations Department, accompanied the special train carrying the party.

Gold Star Mothers on Their Way Over-Seas

ON "Mother's Day," a group of Gold Star Mothers arrived in Chicago on No. 22, from Iowa and South Dakota points, on their way to New York to sail for France. In their honor and because it was Mothers' Day, Mr. B. J. Schilling, general agent of the Passenger Department at Chicago, met the ladies and presented each of them with a corsage bouquet. It was a thoughtful courtesy and greatly appreciated by the travelers, who went on their way with a warm feeling for The Milwaukee Railroad and for Mr. Schilling.



Proposed Revision of the C. M. St. P. & P. Co.'s Line Between Polo and Birmingham, Mo.

ABOUT a year ago this company began planning with the C. R. I. & P. R. R., for a revision and double tracking of its line between Polo and Birmingham, Mo., for the purpose of reducing gradients, eliminating curvature and shortening distance.

The Rock Island Road was giving consideration to the construction of a new line from Trenton into Kansas City, to avoid the use, for a considerable portion of this distance, of the Chicago, Burlington & Quincy Line, which it has used for many years, and at the same time secure a more direct line with lower gradients.

The arrangement finally entered into between the two railroad companies and now being carried out will call for the following construction:

Beginning at Polo, the Rock Island will build an additional track to the Milwaukee's existing track for a distance of about four miles westerly; thence there will be built by the Rock Island Road, at joint expense, a new double track railroad with 0.5 per cent gradients in each direction, passing through Elmira, at which point it will be approximately 45 feet above the elevation of the present Milwaukee track, to a point about one mile easterly from Lawson.

From Lawson, to near Moseby, the Rock Island will build a single track railroad on a 0.5 per cent gradient in each direction, which will be several miles westerly from the Milwaukee line; from a point near Moseby the Milwaukee will construct, at joint expense, a double track line with 0.5 per cent gradients, passing through the present station grounds at Liberty and extending to Birmingham, a distance of about 14 miles.

Following the construction of these two double track lines, the ownerships are to be divided so that each railroad will own individually a continuous track from Polo to Birmingham, these tracks lying side by side, except for the sections between Lawson and Moseby, and the two railroads will be operated as a double track railroad, the westbound freight business being run from Polo to Birmingham over the left-hand line, which will take it over the existing line between Lawson and Moseby, via Excelsior Springs, where the gradients favor westbound traffic. It is expected that passenger trains of both roads will use the westbound line through Excelsior Springs as the new Rock Island Line will be several miles westerly from that station. It is expected that the lines will be signalled from Polo to Birmingham so that they may be operated for traffic in either direction as may be desired.

The construction work is heavy and will result in eliminating about 390 feet of rise and

fall, and about 1400 degrees or four complete circles of curvature and about three miles of distance.

The grading and bridge work has been let by both roads, except for the four miles westerly from Polo, and the contractors are now busy at many points. The single track line of the Rock Island has been let to John Marsch, Inc., of Chicago, and the double track being built by the Rock Island through Elmira has been contracted to Winston Bros. of Minneapolis, while the work from Moseby to Birmingham has been let to Peterson, Shirley & Gunther of Omaha, Neb.

Generally, all the bridges will be of permanent construction, the largest will be that over Crooked River near Elmira, where the track will be approximately 80 feet above the river.

The work being done by the Milwaukee between Moseby and Birmingham will approximate 1,500,000 cubic yards of grading and 8,000 cubic yards of concrete. Where the new lines cross important highways the grades will be separated.

It is expected that the grading work will be mostly completed by January 1, 1931, and entirely completed by May 15, 1931, and that the tracks will be laid so that the lines may be put in operation by October 1, 1931.

There is attached a map which shows the location of these various lines.

The Industries at Mason City Heavy Carload Loading Point

MASON CITY is one of the heaviest carload loading points in Iowa, if not the heaviest.

Mason City is fortunate to have natural resources.

Due to the fact that it is so favorably located, it is a railroad center—six railroads operating in and out of Mason City. Two large railroad shops are located there, the C. M. St. P. & P. shops and C. & N. W.

Hard surface roads run in four directions, which enables the farmers to bring their products in very good shape to the city.

The clay industries have ten plants located at Mason City, nine producing tile, sewer pipe, building blocks and brick, and one mixing plant. The nine producing plants' capacity will average 2,700 tons per day, or a total of ninety cars per working day, averaging thirty tons to the car. This industry at Mason City is the largest in the United States and shipments are made to all neighboring states, with many shipments the past few years going into the states of Wyoming and Mississippi.

The Mason City Brick & Tile Co. control practically all the plants, with the exception of the National Clay Works.

The clay products outbound shipments amount to about 6,300 cars per year, with a consumption of about one thousand cars of coal per year.

The cement mills, Northwestern States Portland Cement Co. and the Lehigh Portland Cement Co., produce 3,750,000 barrels of cement per year and have a storing capacity of a million and a quarter barrels. They have shipped as high as 225 cars of cement in one working day, although this is not kept up throughout the year.

The cement industries ship about 20,000 cars per year, and they require about 200,000 tons of coal per year to produce this tonnage.

The Ideal Sand & Gravel Co. have an unlimited supply of sand and gravel, with a capacity of seventy cars per day. They produce straight run and washed sand and gravel, and ship mostly to points near by, due to the product being cheap and a great many small pits located throughout the state.

The sand and gravel shipments from Mason City in 1928 amounted to 6,749 cars, compared with 3,113 in 1927. The shipments of sand, gravel and cement have been greatly augmented due to the hard surfacing program in Iowa for the past few years.

The American Beet Sugar Company is another large industry located at Mason City. They cut about 150,000 tons of beets per year. Their season starts about October 1st and usually ends about the first of January, about a ninety-day run. Their inbound shipments will average about 3,500 cars, with about 1,000 cars of sugar outbound.

The Jacob E. Decker & Sons Packing Plant is located there also and their inbound shipments of stock, as well as their outbound shipments of meats, runs into thousands of cars per year.

"The Charity of Silence"

The following poem by Mrs. Stella Wolfe, wife of Chief Lineman Wolfe, Miles City, Montana, is published with the grateful appreciation of The Magazine. Inestimable are the benefits of "The Charity of Silence" and a golden precept may be garnered from Mrs. Wolfe's verses:

THERE is charity in giving to the needy and the poor;
In the helping hand extended to the beggar at our door;
In the lift we give the weary; yet we fail to realize
What the charity of silence means, and all it signifies.

There is charity in making smooth the pathway of a child;
In teaching Christian doctrine to the savage in the wild;
In sheltering the homeless; yet we do not care to hear
How the charity of silence proves our love for man, sincere.

There is charity in visiting the sick and old and lorn;
In ransoming the captive and in cheering those who mourn;
In lightening the burden of the feeble, halt and blind—
But the charity of silence is a finer, nobler kind.

It is easy to be critical and easy to defame;
A little word of censure and a little word of blame;
A little dig, a little slur, a little whispered jeer;
A little bit of meddling or a little taunting sneer.

Reputations have been ruined, many kindly hearts distressed.
Lovely friendships have been shattered by a foolish word or jest;
Silly chatter, idle gossip, stupid tattle can create
Bitterness that has its ending in an avalanche of hate.

Not the fiercest mountain torrents or the coldest winter snow,
Not the deepest sands a-drifting or the wildest winds that blow
Can obliterate the damage that a thoughtless speech has done;
And senseless feuds are often passed from father down to son.

All the worthy deeds we do here turn to blossoms fair and sweet,
That the angels pluck and scatter at the blessed Saviour's feet;
All our noble thoughts are incense to perfume those lovely flowers,
Mutely, humbly, craving pardon for these sinful souls of ours.

In the meadows of eternity those wondrous blossoms grow,
With a heavenly magnificence their dazzling colors glow;
But the charity of silence—just a shy, sweet bud—is pressed
In thoughtful, loving tenderness against the Saviour's breast.

STELLA WOLFE.

Due to the favorable location of Mason City, its railroad facilities, as well as convenient highways, a great many large firms have installed branches there, which gives employment to a great number, as well as increases the number of carload shipments inbound and outbound. A large number of wholesale houses are also located there, which increases the railroad business.

Therefore, one readily understands why Mason City, Iowa, claims their city is the largest carload shipper in Iowa.

W. F. INGRAHAM.

New Opportunities in the Kittitas Valley

Diversified Farming and Dairying the Chief Forms of Agriculture

OUR railroad traverses the Kittitas Reclamation Project from west to east, in the center of which is the fine little city of Ellensburg, located within 120 miles of tide water and having all modern improvements, including an excellent school system and the State Normal School.

This project comprises 72,000 acres of irrigable land of which 58,250 acres is privately owned, 6,750 acres railroad land, 5,400 acres Government land and 1,600 acres State land. Ninety miles of canals are being built by the U. S. Reclamation Service and now 22,000 acres are being supplied with water, while in the spring of 1931, 30,000 additional acres will be supplied and it is expected that the project will be entirely completed in 1932.

Every effort has been made by the government to make this project a success for the settler and safeguard him in every way possible. The engineering work is a very permanent nature and the canal will require the least possible maintenance cost. All land in the project has been appraised by the government to prevent speculation or excessive prices being placed upon it. A soil survey has been made of all land under the canal. The Extension Service has made studies of the best methods of agriculture, these being based upon actual results obtained by settlers now on the project. All this information is available to new settlers. In addition, our Agricultural Development Department is prepared to give direction and advice regarding farm plans and programs.

Payment to the government for the cost of building this project is to be made on a basis of 5 per cent per annum of the average gross production for each preceding ten-year period. In other words, for every dollar gross the farmer pays 5c. Never before was such a favorable contract made and perhaps never again will be.

Diversified farming and dairying are the chief forms of agriculture on the project. Hay, grain, potatoes, fruits and all kinds of livestock do well. The government and the Extension Service have issued pamphlets and maps giving full details and information regarding this project and the opportunities it offers and are seeking to actively further land settlement in this district. Climatic and all living conditions are delightful and the assured cheap water supply gives an absolute guarantee that this project will be successful.

HELP WANTED!



Shippers' Advisory Board

There are thirteen Shipper's Advisory Boards covering the territory of the United States. Five of these Boards cover portions of our line:

Board	Territory on C. M. St. P. & P. included in Jurisdiction of the Board	General Chairman	Business Connection
Northwest	Minnesota North Dakota South Dakota Montana	Curtis L. Mosher 730 Metropolitan Life Building, Minneapolis, Minn.	Asst. Federal Reserve Agent, Federal Reserve Bank, Minneapolis, Minn.
Pacific Northwest.	Idaho Washington	J. A. Swalwell, 823 Republic Building, Seattle, Wash.	Vice-Chairman, First Seattle, Dexter Horton National Bank, Seattle, Wash.
Midwest	Illinois Indiana Iowa Michigan Wisconsin	G. A. Blair, 431 S. Dearborn St., Chicago, Ill.	G. T. M., Wilson & Company, Chicago, Ill.
Trans-Missouri ..	Missouri	C. M. Reed, 301 Union Station Bldg., St. Louis, Mo.	Governor, State of Kansas, Topeka, Kan.
Central Western ..	Omaha, Nebr. Sioux City, Ia	J. W. Shorthill, 106 N. 49th St., Omaha, Nebr.	Nebraska Farmers' Elevator Association, Omaha, Nebr.

The first of these boards, the Northwest, was organized in January, 1923, as a result of a realization on the part of both shippers, consignees and the railroads of the necessity for closer cooperation in transportation matters and car supply.

"When you get to know a fellow, know his joys and know his cares,
When you've come to understand him and the burdens that he bears,
When you've learned the fight he's making and the troubles in his way,
Then you find that he is different than you thought him yesterday."

The Shipper's Advisory Boards are voluntary public organizations, each representing a territory of common business and transportation interest. Their purpose is to promote the economic and transportation welfare of each territory in cooperation with the railroads, individually and collectively. Each of the respective boards is organized into commodity groups, to the end that the various phases of production, distribution and consumption of each district are adequately represented.

The detailed objects of the boards are:

1. To form a common meeting ground between shippers and railroads, and the carrier as a whole as repre-

sented by the Car Service Division of the American Railway Association, for the better mutual understanding of local transportation requirements, to analyze transportation needs in its territory, and to assist in anticipating car requirements.

2. To study production, markets, distribution and trade channels of the commodities produced in its territory with a view of effecting improvements in trade practices as related to transportation, and to promoting a more even distribution of commodities, where practicable.

3. To promote car and operating efficiency in connection with maximum loading, and in the proper handling of cars by shippers and railroads.

4. To secure a proper understanding by the railroads of the transportation needs of shippers and their cooperation in carrying out necessary rules governing car handling and distribution.

5. To acquaint shippers and railroads in each section of the country with seasonal requirements in this section in order to promote intelligent cooperation in the handling of equipment between the different districts of the country.

6. To adjust informally, car difficulties which may arise in its territory between carriers and shippers.

7. To give the shipping public a direct voice in the activities of the Car Service Division of the American Railway Association, in all matters of mutual concern.

Mr. Robert P. Lamont, Secretary of Commerce of the United States, recently said:

"Railway management is as competent as ever to maintain its leadership in the country's transportation facilities. This leadership means 'the acceleration of business to the greatest extent enjoyed by any nation.'

"It means that mercantile stocks are now at a minimum because of rapid deliveries from factories to wholesalers and consumers. Whereas, in former years it required an average of three weeks to make certain deliveries from mill to wholesaler, such deliveries now require less than two weeks.

Consumer Benefits Through Quick Service and Fresher Goods

"Inventories are thus cut down, and dead investments in large stocks are no longer necessary. To the consumer this means quick service, fresher and more popular goods. It also means that the retailers no longer are compelled to lay in heavy stocks that unfavorable weather or changing styles may seriously affect, making necessary a substantial carry-over from season to season with consequent depreciation in value.

"In this connection it is interesting to note that approximately \$50,000,000 annually in interest alone on freight in transit in the United States is saved due to this expedited freight delivery. A railway friend of mine has recently figured this out in the following manner:

"Approximately \$2,000,000,000 worth of freight or more is moving continuously over our carriers. The interest on this freight at 6 per cent is \$120,000,000 annually.

"Due to our expedited freight delivery only five-eighths of the time is consumed today in handling this freight from origin to destination that was consumed in 1920, a saving of three-eighths of the time, and therefore three-eighths of the interest upon goods in transit.

Inspires Confidence in Country's Economic Stability

"Such facts not only reassure business leaders and give confidence to every worker—and every worker is a purchaser—but also tend to strengthen belief in the economic stability of the United States.

"Public co-operation, through the agency of the Regional Advisory Boards, maintains closely the relations necessary between our transportation service and its customers. And the huge investment that will be made by our carriers in 1930 will go far, not alone toward stabilizing our employment situation and our purchasing power, but also toward overcoming what there may be of depressing tendencies, due to stock market deflation. It will also help equip the railways for continuing to improve their service and to effect economies in operation."

The following interesting comment also appears in the United States Department of Commerce Year Book for the year 1929:

Efficiency of Service—the Regional Advisory Boards

The 13 regional advisory boards which have been organized throughout the country by the American Railway Association have now become permanent parts of our transportation structure.

These boards are composed of representatives of production, distribution, consumption and finance. They are voluntary organizations each representing a territory which has common business and transportation interests. Their purpose is to promote economic and transportation welfare and to assist the railroads in problems of car supply and in all matters pertaining to transportation requirements except freight rate adjustments. Each Board is organized by commodity groups.

A substantial part of the credit for the recent increased efficiency in railroad operation is accorded to the shippers and receivers of other groups interested in freight movement, through the medium of these advisory organizations. The rapid and reliable delivery of freight during recent years has been an important factor in the reduction of inventories and the speeding up of business generally. The quicker loading and unloading of equipment have aided greatly in railway efficiency. Generally speaking, freight is delivered today in approximately one-half the time required seven

years ago. The quarterly prognostications of car requirements obtained through the regional advisory members have assisted the railroads greatly in determining the amount and kind of equipment required for the carriage of both seasonal and regular moving freight.

Each Board holds a formal meeting each quarter, a total of four meetings per year, but additional meetings may be called at any time by the Executive Committee should conditions require. These meetings are well attended by both the shippers, receivers and railroads as well as representatives of the Car Service Division of the American Railway Association. Transportation and car supply problems are discussed pro and con, invariably resulting in a satisfactory solution of those problems.

There are no dues or assessments of any kind in connection with the membership of these Boards and while meetings are attended by railroad representatives who make necessary reports covering local transportation conditions, car supply, etc., the railroad representatives do not have any vote, the voting power remaining entirely with the shippers and receivers.

"It Helps"

Below are two examples of the manner in which our Terre Haute forces are helping avoid unnecessary per diem expense:

"L. & N. 49228, containing 5,880 pounds of cast iron pipe from North Birmingham, Ala., to Chicago, was received from the C. & E. I. at Terre Haute March 12. Car brought to freight house and transferred March 13, into a system car, the L. & N. empty being returned to the C. & E. I. for home the same day. It cost about 50c to transfer this car.

"Big Four 45254, containing 9,600 pounds of oats for Bedford was delivered to us at Terre Haute by the Big Four March 12. Car placed at the freight house and contents transferred into a system car on the 13th, the Big Four empty being delivered home the same day. This transfer cost us about 50c to accomplish."

Fire Prevention Bureau

FIRE plays no favorites—it is a universal menace that threatens every man, every structure. It reaches everywhere to take its claim in ruined property; to exact its toll in human lives. Three bodies were removed from the debris of a recent fire on this railroad.

You may never have had a fire. But, tomorrow your carelessness or your unconcern may be the cause of one that will impair operations, destroy a depot, spread to a shop, damage adjacent property or in some other way exceed in volume your wildest imagination. Fire follows no schedule. It strikes blindly. Is there any reason why it cannot strike you?

The fire prevention program inaugurated on this system must have every one behind it. Your interest is solicited; your help needed.

Losses are out of proportion to those of competitive railroads. This is because their employees have become firemen—not alone to extinguish fires but, more important, to remove unnecessary hazards and to respect the necessary ones.

Remember that NEARLY ALL FIRES HAVE SMALL BEGINNINGS.

It is a cigarette butt, an oil lamp, a hot cinder, an electric wire, a defective chimney, a bonfire, a torch spark or some less apparent hazard that causes property on this railroad to burn up almost every day.

Be guided by your "fire conscience." You will find it diverting and helpful.

Prevent Fires—They are Costly.

L. J. BENSON.

To Johnny Horan

E. A. Lalk

THROUGH years long, and every day
Many people have passed my way.
I've taken notes of the travel by—
Seventy-five years before my eye.

Presidents and superintendents and bosses,
All carrying different kinds of crosses,
Traveling each upon his way,
Adding something every day.

More splendid men were never seen
Than passed upon our railroad screen.
Every one stood man to man,
Marching in that long caravan.

In youth they moved quite slow;
In age faster on they go,
And still my watch I keep o'er
Until we're joined on that farther shore.

IN MEMORIAM

Ole J. Carlson, whose death occurred recently at Tacoma, was a former Milwaukee employe of the S. C. & D. Division. He was roadmaster on the cast end, Manilla to Sioux City, during the time that Captain Beardsley was superintendent and had spent a number of years on that division. Mr. Carlson leaves his wife and son Lyman, to mourn his loss. Ole was always a Milwaukee booster, even during the last years of his life, and there are a host of friends on the old line and many on Lines West who will keenly regret his passing.

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Milwaukee Employees Pension Association

The following members of the Milwaukee Employees Pension Association have established eligibility to old age pension payments and have been placed on the pension roll during the month of April, 1930:

Name	Occupation	Division or Department
Michael Burkhardt	Locomotive Engineer	Illinois Division
Thomas Burns	Crossingman	Police Department
Alfred O. Crosby	Brakeman	H. & D. Division
Daniel J. Egan	Claim Clerk	Chicago Terminal
George B. Ellis	Machinist	Milwaukee Shops
Gus Jacobs	Section Foreman	I. & D. Division
Edward S. Manning	Telegraph Operator	La Crosse Division
Wilson B. Morton	Locomotive Engineer	Chicago Terminal
Adam Rossbach	Flagman	La Crosse Division
Mead Sanford	Coal Shed Laborer	Iowa Division
August H. Schuman	Flagman	I. & D. Division
Frank Shipley	Assistant Agent	Madison Division
George C. Smith	Laborer	Terre Haute Division
Amos Zeyher	Roofer	Milwaukee Terminal

Mr. Chas A. Wood, machinist, Milwaukee Shops, and a member of the Board of Directors of the Milwaukee Employees Pension Association since its organization, presented his resignation as a director at a special meeting of the Board of Directors held in Chicago, Illinois, April 23, 1930, which was regrettably accepted, and Mr. Otto F. Hoppe, blacksmith, Milwaukee Shops, was unanimously elected as a member of the Board of Directors to fill the unexpired term of Mr. Wood.

C. W. MITCHELL, Secretary-Treasurer.

SPORTS

Prize List Ninth Annual Bowling Tournament of the Milwaukee Railroad Held at Kansas City, Missouri

FIVE MEN EVENT

1. Ticket Auditors, Chicago	2,870	\$40.00
2. Geo. Godings B. O. F. L. F. & E., No. 188, Chicago	2,805	35.00
3. Auditors of Station Accounts, Chicago	2,677	30.00
4. Store Department No. 1, Milwaukee	2,652	25.00
5. Olympians, Minneapolis	2,605	20.00
6. Freight Auditors, Chicago	2,573	15.00
7. Southwest Limited, Milwaukee	2,541	10.00
8. Auditors of Expenditure, Chicago	2,539	8.00
9. Pioneer Limited, Milwaukee	2,538	7.00
10. Narrow Gauge, Dubuque	2,533	5.00
11. Car Accountants, Chicago	2,513	5.00
12. Sioux, Milwaukee	2,512	5.00
13. Comptrollers, Chicago	2,468	5.00
14. On Wisconsin, Milwaukee	2,422	5.00
15. Miller's Specials, Beloit	2,420	5.00

TWO MEN EVENT

1. Bardon Bakke-Victor Borgeson, Minneapolis	1,155	\$30.00
2. Jas. Finn-R. Martwick, Chicago	1,147	25.00
3. Frank Dale-Harry Krumrei, Chicago	1,143	20.00
4. John Ritter-M. Marrin, Minneapolis	1,133	18.00
5. H. Gumz-H. Peters, Chicago	1,131	16.00
6. J. A. Shemroske-E. C. Theis, Chicago	1,125	14.00
7. Joe Zarzyki-Frank Kulinski, Milwaukee	1,121	12.00
8. H. Heiberger-C. Horsfall, Dubuque	1,097	10.00
9. J. Ciesinski-C. Lange, Chicago	1,091	9.00
10. E. Anderson-J. O'Shea, Chicago	1,064	8.00
11. B. Reinert-E. Haidys, Chicago	1,059	8.00
12. Fred Miller-G. Leahy, Beloit	1,057	7.00
13. Harvey Zunker-Alfred Pollnow, Milwaukee	1,053	7.00
14. C. Becker-Felix Specht, Chicago	1,051	7.00
15. L. E. Potter-Ray Melzer, Chicago	1,045	6.00
16. Roger Leaton-C. J. Sellens, Kansas City	1,045	6.00
17. E. J. Knoll-H. Treskett, Chicago	1,044	6.00
18. C. Belter-T. Gavin, Chicago	1,038	5.00
19. P. Clark-T. Hayes, Beloit	1,034	5.00

INDIVIDUAL EVENTS

1. J. P. Wixted, Chicago	616	\$19.00
2. H. Heiberger, Dubuque	616	19.00
3. J. A. Shemroske, Chicago	598	16.00
4. J. Morrissey, Milwaukee	592	14.00
5. Chris Behr, Minneapolis	588	11.50
6. R. O. Will, Milwaukee	588	11.50
7. C. Woelffer, Chicago	585	10.00
8. Henry Schell, Chicago	584	8.50
9. Harry Krumrei, Chicago	584	8.50
10. J. O'Shea, Chicago	575	7.00
11. Wm. Hettlinger, Chicago	572	5.50
12. C. J. Sellens, Kansas City	572	5.50
13. J. Ciesinski, Chicago	572	5.50
14. H. A. Franzen, Milwaukee	570	5.00
15. D. B. Ramsey, Chicago	569	4.00
16. H. McLaughlin, Dubuque	568	4.00
17. G. Schwartzmiller, Milwaukee	568	4.00
18. A. Peterson, Chicago	568	4.00
19. Robert Esser, Milwaukee	567	3.50
20. H. Collins, Minneapolis	567	3.50
21. M. J. Konertz, Chicago	566	3.00
22. W. Dwyer, Milwaukee	565	3.00
23. O. Wilkerson, Kansas City	564	3.00
24. W. Hoffman, Milwaukee	562	2.00
25. Wm. Seemuth, Milwaukee	561	2.00
26. A. Pollnow, Milwaukee	557	2.00
27. Felix Specht, Chicago	556	2.00
28. W. D. Sunter, Chicago	552	2.00
29. W. Schliwert, Milwaukee	551	2.00
30. James Finn, Chicago	546	2.00
31. W. F. Schlechter, Chicago	546	2.00
32. L. E. Potter, Chicago	544	2.00
33. Geo. Parker, Milwaukee	533	2.00
34. Victor Borgeson, Minneapolis	533	2.00
35. A. J. Epp, Milwaukee	533	2.00
36. H. Gumz, Chicago	531	2.00

ALL EVENTS

1. Harry Krumrei, Chicago	1,796	\$10.00
And gold medal donated by Barney Harvey, owner, Harvey's Recreation Bowling Alleys.		
2. H. Peters, Chicago	1,746	5.00

TOTAL ENTRY

Five Men Teams	37
Two Men Teams	81
Individuals	160

NEXT TOURNAMENT 1931

Milwaukee, Wisconsin	26
Davenport, Iowa	5

J. W. TALBOTT, Secretary.

Notes of the Milwaukee Road Ninth Annual Bowling Tournament Held at Kansas City, Missouri, 1930

THE Ticket Auditors of Chicago notified the bowlers that they came to Kansas City for the express purpose of bowling, and they did. They took first place in the five men event.

Frank Dale, the hard working bowler from the Ticket Auditors, shot well in the five men and doubles, but he weakened in the singles.

H. Peters, another Ticket Auditor, shot 633 in the five men, 612 in the doubles and then weakened to a 501 count in the singles.

Harry Krumrei, the all event champion in the tournament, rolled 630 in the five men event, 582 in the doubles and finished with a 584.

Joe Shemroske of the Comptrollers had the first place in the singles tucked away and then let it slip out of the bag, three splits and only one miss in the singles with a 214 and 228 game for a total of 598, is what we call getting over tapped.

Harry Miller, the congenial boy from Milwaukee, had a hard time with the pins. Better luck next time, Harry.

E. A. Brock, the captain of the Sioux team from Milwaukee, writes from Milwaukee that it was not his fault he failed to place in the all events. Brock says the pins were nailed down to the alleys.

Urban Petrie, the hard working boy from the Pacific Limited team of Milwaukee, Wis., is what I call a consistent bowler, a 453 in the five men, a 478 in the doubles, and a finish with a 464 in the singles means that he is trying the same all the time.

Chris Behr, the popular engineer from Minneapolis, Minn., will always remember this tournament as Chris says everything was all O. K. Chris shot 570 in the five men event, 545 in the doubles and finished with 588 in the singles, for a total of 1,703, which is not bad for a strange alley.

To Mr. Wm. J. Carey of Milwaukee, Wis., goes the honor of rolling the lowest 30 frames in the singles, his 295 should stand as a record for a long time.

H. Heiberger of Dubuque, Ia., who tied for first place in the singles shot 223 in his first game, 211 in the second, and a miss in the 9th frame of his third game spoiled his chances for the top position.

C. J. Sellens and Guy Rhodus, both of Kansas City, had an opportunity to place well up in the singles but the old breaks of the game held them back, however Sellens shot 572 which is not so bad.

The next Milwaukee Road Bowling Tournament has been awarded to Milwaukee, Wis. May we all be there next year and here's wishing each and every bowler of the Milwaukee Road a good bowling average next year.

J. W. TALBOTT, Secretary.

Insulted

She came to her husband in tears. "I've been insulted!" she spluttered. "Your mother has insulted me." "My mother?" he exclaimed. "But, Alice, she's miles away."

"I know. But a letter came for you this morning addressed in your mother's handwriting—and I opened it."

He looked stern. "I see. But where does the insult come in?"

Alice wept all the more.

"In the—the postscript," she answered. "It said: 'Dear Alice, don't forget to give this letter to George.'"

THE MILWAUKEE RAILROAD WOMEN'S CLUB



Patronesses of Gallatin Gateway Ball, Fullerton Avenue and Union Station Chapters: Seated—(left to right) Mrs. J. L. Brown, Mrs. H. A. Scandrett, Mrs. George Loderhose. Standing—Miss Mary Lawler, Mrs. Charles Dietrich, Miss Grace Doyle.

Union Station Chapter

Mrs. O. P. Barry, Historian

THE regular meeting of the Union Station Chapter was held on Tuesday evening, May 6, 1930. Fifty-four members were present at the supper served in Harvey's restaurant, after which they repaired to the club rooms where the various committee chairmen read their reports for the month of April. The report of our Gallatin Gateway Ball indicated that approximately 725 tickets were sold by our chapter. The comments received on the dance were not only favorable from a social standpoint, but it proved to be a financial success also, notwithstanding the fact that our tickets have not all been accounted for to date.

Mrs. Dynes very graciously postponed her trip to the coast to entertain us with stereopticon views of the gardens of Hinsdale. The fall and winter scenes of these gardens were equally as beautiful as the spring and summer scenes with their brightly colored flowers. Although these slides were indeed a treat in themselves, they would not have been complete without Mrs. Dynes' amusing narratives. We hope that after her journey through the west we will again be the recipients of her interesting travelogues.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE meeting of March 17th was well attended in spite of an unexpected snow-storm.

A check of \$25 was voted to be sent to a needy family whose case was found to be a worthy one. A \$10 grocery bill of another family was also taken care of.

The chapter also paid the Union Dues of a switchman who had asked for help.

The \$60 watch which an employe requested the chapter to raffle for him, to aid in paying his hospital bill, was won by Miss Rose Ferch of the Signal Department.

Mrs. Pritchard of the Channing Chapter was a visitor at the March meeting.

Mrs. Bernice Marquardt, a member, entertained the chapter with several numbers on the piano.

The new chapter good-night song was introduced at the March meeting.

Channing Chapter

Mrs. A. J. Harnish, Historian

THE regular business and social meeting was called to order by our president, Mrs. W. W. Tuttle.

Our Sunshine, chairman, Mrs. W. J. Tobin, reported many sick calls and gifts of flowers, fruits and cards.

Miss Jennie Johnson accepted the office of corresponding secretary as Mrs. Sid Willard resigned.

Several new members were taken in and the membership chairman, Mrs. Jess Hale, reported that only one new voting member was necessary to get the required number for the prize offered to each chapter of \$15.00.

The Saint Patrick's dance was well attended. Each one admitted received a shamrock upon entering.

Mr. Valentine is giving a dance on April 22, free to all members of the Women's Club and their families, all railroad employes and their families, and all teachers and their boy friends. All are looking forward to the event.

At the close of the meeting cards were played and prizes were awarded to Mrs. Stanley Johnston and Mrs. Jess Hale.

Refreshments were served by the committee, Mrs. W. J. Tobin, Mrs. Geo. Hogan and Miss Florence Wilkinson.

Terre Haute Chapter

Alice M. Church, Historian

THE March meeting of the Terre Haute Chapter was held in the club rooms, March 20th. Reports by the chairmen of committees were given. The Ways and Means committee reported \$42.12 cleared on rummage sale and luncheon served at Safety First meeting on March 17th. The Membership Committee reported fourteen new members, making a membership of 162 at the present time. The House and Furnishing Committee purchased material and made holders for our silverware.

After the business was transacted, several St. Patrick's contests were enjoyed and a delicious lunch was served by Mrs. W. G. Bowen and Mrs. T. I. Colwell.

There will be a Jiggs Supper for all members and their families on April 17th.

Marion Chapter

Mrs. J. B. Fosdick, Historian

OUR chapter held its regular monthly meeting Thursday afternoon, April 10th with about 30 in attendance.

All reports made showed satisfactory progress in our work. The Membership committee is very busy and needs about forty members to achieve their goal, which is the \$15 cash award.

Mrs. George Halsey was chosen chairman of a new Safety First committee, with Mrs. Otto Kieckhaefer as assistant.

Mrs. LeRoy has completed her plans for the Charity Ball to be given the evening of April 21st. A Cedar Rapids' orchestra has been engaged and with the hearty co-operation of her committee it promises to be one of the leading social events of the year.

The hostesses for the evening are Mrs. A. J. Elder, Mrs. R. Cessford, Mrs. H. Christian, Mrs. G. Hennessy, Mrs. Lawrence Dove, and Mrs. Charles Rowe.

Mrs. W. K. Lothian and Mrs. R. J. Kendall have charge of the music; Mrs. Fred Holsinger, Mrs. George Struck and Mrs. Frank Lafferty will look after the coat room. Mrs. Leming and Mrs. Thomas Costello will sell tickets.

Before the dancing begins a varied entertainment will be given.

Tacoma Chapter

Mrs. M. A. Seivert, Historian

TACOMA CHAPTER honored two national leaders, Mrs. Carpenter Kendall, vice-president general and Miss Etta Lindskog, secretary-general, of Chicago, at the regular luncheon, March 31, in the Woman's club house on Broadway.

A wealth of golden daffodils added charm to the luncheon tables arranged for the 90 members who were present to meet our guests.

Mrs. F. E. Devlin presided at the meeting following, which opened with members repeating the club motto. Mrs. Harry Mickelthwait gave a group of vocal numbers in her usual brilliant style, Mrs. F. E. Kirkland at the piano.

Interesting reports by the officers and committee chairmen were read, all showing the chapter to be in a prosperous and active condition.

The addresses of Mrs. Kendall and Miss Lindskog brought much information on our national work. The round table discussion afforded members an opportunity to learn of items of particular interest. The local chapter was complimented for the keen interest shown and the rapid growth.

The hostesses for the day who served the luncheon were: Mrs. A. D. Browning, chairman; Mesdames W. M. Allison, W. S. Burroughs, S. C. Calkins, Phillip Emanuel, J. S. Griffith, Edmond Jean, Leo Kord, Louise Maas, W. C. Mullen, Z. L. Petroske, Chris Schmidt and R. A. Wende.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH CHAPTER met Thursday afternoon, March 27, in the club house, with Third Vice-President General Mrs. H. M. Gillick of Miles City and Secretary-General Miss Etta Lindskog of Chicago as honor guests.

The committee reports showed the club to be in a progressive and active condition. An item of business of interest was relative to the club library which is now located in the club house. It was decided to charge a nominal fee for the use of books and all book rentals as well as \$25.00 which was voted by the chapter, are to be used in the purchase of new books. It is reported these libraries all over the system are proving very popular and helpful and that is the aim of the club in developing the library at Marmarth. It is planned to purchase the latest fiction and the members were asked to let the Librarian, Mrs. Wyman, know what book they would like to read. School books for several children of a needy Milwaukee employe were purchased from the Scholarship Fund.

It was decided to rent the club house to responsible persons and Mrs. L. Larson was appointed as house committee chairman. Our club house was recently moved to its location south of the depot and men are at work now preparing a nice lawn, which will add so much to its attractiveness.

Mrs. Gillick and Miss Lindskog each gave very inspiring talks which were helpful and enjoyed by those present. Miss Lindskog stated a prize of \$15.00 had been offered by the governing board to all chapters whose voting membership May 31st, equalled that of December 31, 1929, and said she was proud to announce that Marmarth and one other chapter had already qualified for the prize. Miss Lindskog also told of some of the very needy cases of relief which had been taken care of by the general governing board and one cannot help but be impressed with the great work this organization is doing all over the system.

This is the first meeting in the club house since it has been moved and there was a large

attendance. There were many contributing members and all voting members but two were present. The club now has a total membership of 118, of which the Marmarth chapter is very proud.

After the business session Miss Wilma Fagan rendered a beautiful piano solo which was greatly enjoyed.

A nice lunch was served by the Mesdames, Ashley, Carolan, Crowley, DeLange and Leaf.

St. Maries Chapter

Mrs. Chas J. Leonard, Historian

THE regular meeting of the club was held in the club house with Mrs. Mickelson presiding, all officers present, with quite a large attendance. Reports from the secretary-general were read and placed on the wall of the club house for further reference.

The club held a social afternoon February 18th, for all Milwaukee women in the club house. A large crowd enjoyed cards—prizes were awarded. A light lunch was served. The members are surely enjoying these social meetings as they can get better acquainted.

The card party given for all employes and families on March 3rd was a social and financial success. Ten tables were crowded in our small club house. About 43 in attendance. Lunch was served by the club members and everyone enjoyed the good time. Our committees are doing splendid work.

Austin Chapter

Mrs. C. C. Hartsock, Historian

AUSTIN CHAPTER held its regular monthly meeting at the rooms, with a picnic supper. Following the supper a business meeting was held and a program in charge of Mrs. Peter Pauley, consisting of a group of songs by Mrs. L. D. Brown, accompanied by Miss Mae Wells; and several clever readings by H. W. Klassy.

February 13 the club entertained at a card party at the club rooms, with Mrs. R. H. Austin as chairman. Bridge and five hundred were played at fifteen tables. Mrs. Gaylord Moses winning first prize for bridge and Mrs. T. H. Hale, second. Mrs. A. E. Thompson, first prize and Mrs. J. W. Lorenz, second at five hundred. Refreshments were served.

On March 1st a bake sale was held by the ladies, Mrs. E. J. Blomily and Mrs. R. H. Austin in charge.

Sanborn Chapter

Mrs. J. C. Peterson, Historian

SANBORN CHAPTER met for its regular business meeting, Friday, February 21. There was a very good attendance.

Mrs. Ellis Miller, chairman of the Welfare Committee made a splendid report of work done by her committee. A report on the Boy Scout movement in Sanborn was also given by the chairman of the Scout Committee, Mrs. J. C. Peterson.

Plans were made for a bake sale to be held March 1, also plans discussed for a banquet the club is to tender the Boy Scout Troop on March 12. The Sanborn Chapter is sponsor of the Boy Scout movement in Sanborn.

At the close of the meeting a social time was had at cards after which refreshments were served. We were glad to see some of the contributing members out to the meeting and hope at our next meeting to welcome some more of the railroad men.

Spokane Chapter

Mrs. Edw. A. Brieden, Historian

OUR April meeting was held in honor of Mrs. Carpenter Kendall and Miss Etta Lindskog. About forty members enjoyed a

"covered dish luncheon" at the home of our president, Mrs. Albert Janowsky. Mrs. Nathan B. Jones presented a musical program and we listened to talks from our guests of honor.

Our Ways and Means chairman, Mrs. H. H. Fallscheer, entertained at her home with a card party to raise funds for the club.

The elevator in the Union Station has been installed and we hope soon to be able to occupy our new club rooms.

Ladd Chapter

Mrs. J. H. Ferris, Historian

THE meeting of Ladd Chapter was held in Knauff's Hall, May 7th. It was "Guest Day" and each member brought a guest and lunch for both. The business meeting was dispensed with and "Hearts" and "500" were played. High scores went to Mrs. Morgan and Mrs. O. Keay in 500 and to Miss Rowan and Mrs. C. Lee in Hearts.

Butte Chapter

Mrs. Max Obst, Historian

A SPECIAL MEETING was held Tuesday, April 8, at 10:30 A. M., the occasion being the visit paid the club by Mrs. Carpenter Kendall and Miss Etta Lindskog. Routine business having been handled at the regular meeting the Friday night previous, the time was given chiefly to talks by our visitors from Chicago.

Mrs. Kendall urged the chapter to continue to extend the great work which the Milwaukee Women's Club has been doing all over the system since its organization a few years ago. She spoke of the generosity of the company in contributing sums of money to assist the club in carrying out the fine purpose for which it was organized. She assured us of their eager co-operation in every possible way.

Miss Lindskog made some valuable suggestions about ways of raising funds. She called attention to the importance of the reports of the various committee chairmen. These should be complete in detail and punctual in their arrival at the Chicago office.

During the luncheon which was served at the club rooms at noon, there was time for informal visiting among members and guests. We look forward to another visit from Mrs. Kendall and Miss Lindskog.

A phonograph has been added recently to the possessions of our chapter.

Twenty telephone calls and five personal calls have been made during the club month by Mrs. Wm. Goforth, chairman of the Sunshine committee. Due to her own illness the number of personal calls is not as many as Mrs. Goforth had desired.

The meeting held May 4th was the last regular one until the first Friday in September; Mrs. Wm. Stevens, voting and Mrs. Chas. Featherley, contributing. Plans were made to sell chances on a \$5.00 gold piece, and 300 tickets were distributed among the 20 members present. The drawing is to be made at a picnic sometime in June.

Cards were played after the meeting, and delicious refreshments were served by Mrs. Johnson, Mrs. Popish and Mrs. Wegner, hostesses.

The chairman of the Benefit committee, Mrs. Swope, reports an expenditure of \$30.00 for medical attention, necessary in a case being handled by her committee.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

THE regular luncheon and meeting of the board was held in the home of Mrs. R. L. Robson, with Mmes. Capwell, La Brech, Gamel and Murphy assisting.

Luncheon was served at one o'clock to 19 members.

The membership contest was closed at this time, Mrs. F. R. Dond's team winning by 9 points. 419 members were taken in on the drive.

Mrs. L. H. Rabun's losing team was scheduled to serve the dinner. The dinner was served in the home of Mrs. Rabun, April 8, to the twenty board members.

The regular meeting of the chapter was held March 24 in the Continental Hall.

A large attendance was out to see the one act play, "Ma Sweet." Mrs. E. J. Cussen was the leading lady, acting as "Ma Sweet." Her seven daughters, Mmes. Snow, Palmer, Rabun, Oexler, Ebersola, Murphy and Eckert, were very entertaining in their songs, speeches, etc.

The tickets are out for the Gallatin Gateway dance, to be held in the Roof Garden, May 1st. The president, Mrs. F. T. Buechler, is recovering nicely from a major operation.

FRANCES

Lillian Rose

Sweet memories of happy hours we spent together

Come back to me,

As I sit or walk at eventime alone, thinking—
Thinking of thee;

While dusk, in all its veiled and shadowed tenderness,

Brings on the night,

Gently folding in its arms the garden that you loved,

With flowers bright.

The little trees, with care, you brought and planted tenderly

There, side by side,

To grow, and some day give you back in joy and shade,

Your care, beside—

A home nest for your song-birds each returning spring.

Ah, memories! Could they but be all glad and happy ones—

Bright pictures gay—

Instead of painting all the seasons as they come
So ruthlessly.

Unlike the pity of the night, which hides from view,

And bids forget

All but the fragrance of the springtime rain and summer flower

So bright—and yet

I'm glad, in sorrow, just to know that your last resting place

Will ever be

Upon that sunny hillside,

'Neath a tree

You loved so well.

Some day we who loved you will return again and stand

Beneath that tree,

And be sustained, as its murmuring leaves whisper,

"All's well with thee."

IN MEMORY OF FRANCES HAYWARD

Mason City Chapter

Mabel Buchanan, Historian

MORE than 100 men and women, members and guests of the Milwaukee Women's Club, met Thursday night, March 13th, to observe the fifth anniversary of the organization of the club in Mason City. Dinner was served at 6:30. The dinner was given by the board of the club, Mrs. J. H. Leibold, social chairman, and too much cannot be said about the good eats.

Mrs. Guy Davis, president of the club, presided during the program which followed. She introduced Mrs. L. H. Stirn, corresponding

secretary, who gave a toast in verse written by her mother, Mrs. George Smith. Mrs. Stirn also read regrets from two past presidents who could not attend, Mrs. C. S. Christoffer and Mrs. Herman Crow, and also from Mr. and Mrs. R. H. Janes, who were members of the Mason City Chapter.

The highlights of the growth of the club during the administrations of two presidents, Mrs. Frank Ulrich and Mrs. W. F. Ingraham, were given in talks by the two presidents themselves. The attitude of the men toward the organization was expressed in a talk by W. F. Cody.

Miss Ann Whyte sang three songs in Scotch costume, accompanied by Miss Margaret Nolerieke at the piano.

"Flagging the Cannon-Ball" was the title of the first reading given by Mrs. Paul Scott, the selection was a railroad story, appropriate to the occasion. Mrs. Scott also gave "When Belinda Sings." During the program the Milwaukee Women's Club orchestra, under the direction of Mrs. George Stevens, played several numbers.

Our regular business meeting was held on Tuesday, March 25th, with about 40 members present. Mrs. W. L. Gaffney gave a section of the constitution and by-laws on welfare work and a different section will be given at each meeting. Mrs. F. J. MacDonald, who has charge of the Lydia T. Byram Scholarship Fund, reports one student is attending the Hamilton Business College. Mrs. Henry Smith of the welfare committee reported they had helped three families. Mrs. Jess Mathewman on the Sunshine committee reports a great many calls were made during the month. At the close of the business session two piano solos by Miss Myhre of Fertile, and a vocal solo by Mr. Seymour Angel, were greatly enjoyed. A nice lunch was served by Mrs. J. H. Leibold, social chairman.

The Milwaukee Women's Club orchestra is now playing for a dance every Friday evening at the club rooms. A charge of 25 cents is being asked to help with the expenses of the orchestra and to help buy the music. Would like to have a large crowd out to help them.

Toast for Milwaukee Women's Club

Written by Mrs. George Smith

I've been asked by the committee to give a toast.

At giving toasts, I do not boast,
But I'll be a sport and will surely try,
And when I've finished you'll know the
reason why.

Here's to the Milwaukee Women's Club, one
and all,
Some of them short and some of them tall;
Some of them thin and some of them fat,
But a mighty swell bunch for all of that.

Here's to our president, she's tall and thin,
When it comes to business she knows how
to begin;
She knows how to finish and when business
is through,
She plans a good time, now I'll leave it to you.

Here's to Mrs. Ingraham, who was our presi-
dent before,
We could give her compliments galore,
But she was too short and stout,
She served her two years so we had to put
her out.

There's Mrs. Ulrich, she's good and true,
You can depend on her, for she's true blue.
Believe me, she's a real good sport,
One of the very first girls to have her hair
cut short.

Also Tillie Smith, she comes plodding along,
Doing her bit, always singing a song.
But I've something to whisper (now nothing
wrong),
She's about the last girl to have her hair
cut long.

Here's to the clerks, and say!
When you ask them to work, they just can't
say "nay."

And here's to the men, they never holler
When all you ask is a mighty dollar.
They dig right down and they always give;
A good natured bunch, as sure as you live.

I could keep right on talking, giving each one
their dues,
But I'm sure I'd soon be talking to empty
pews,
So don't feel slighted, for when it's all said
and done
This little toast is only meant for fun.

Beloit Chapter

Mrs. Geo. Brinkman, Historian

OUR regular business meetings were held at the Legion Hall on March 12 and April 9, 1930.

Our president, Mrs. N. P. Thurber, opened the meetings. The usual reports and routine business was conducted.

The dance given on March 1 was a great success; well attended and a good time for all.

On Saturday, March 22, 7:00 P. M., was given a hot pot-luck supper, for the railroad ladies and their families, which was very much enjoyed.

After the business meeting bunco was enjoyed, and refreshments were served by Mrs. A. C. Morrissey, Mrs. Frank Beeler, Mrs. Ray Connors, and Mrs. Floyd Campbell.

At the April 9th meeting Miss Frances McGin, Miss Dolly Howard, Miss Nellie Menhall, Miss Florence Buck and Mrs. Al Wheeler served refreshments.

Janesville Chapter

Mrs. Louis Michael, Historian

THE regular meeting of the chapter was held April 1st. Welfare chairman reported two cash donations, one for \$100, one for \$50. Donations without cost to the club estimated value \$30. Four needy families were given aid; 12 personal calls made; 25 telephone calls and 6 communications. Sunshine chairman reported sending 15 cards, 1 baby sweater, one spray of flowers, 20 personal calls were made and 28 telephone calls.

A special meeting was held April 8 to close the contest which the women and men have been conducting for the past few weeks to raise money for the welfare work. Under the leadership of Miss Blanche Hayes, the ladies' team won from the men's team, captained by Mr. J. J. Kelly. Herman Dallman was awarded the contest prize, a \$10 gold piece. The sum of \$97.30 was made. A card party was given to raise money for the gold piece. A banquet will be given by the losing team for all members of the club.

A play, "The Old Maids' Club," was given by ten of our members, directed by Mrs. Willis Taylor. Much credit for the success of the play must be given Mrs. Charles Gregory, for she worked very hard for over two months making all the costumes that were worn. The proceeds from the play, \$33.25, were turned into the scholarship fund.

Our sincere sympathy is extended to Mr. and Mrs. William Morrissey in the death of their dear little son "Billie."

An invitation was read from the Milwaukee Chapter inviting the club members to their sixth annual dance and card party to be held May 3rd.

A party of 25 members went to Madison April 24th to attend a one o'clock luncheon. Miss Etta M. Lindskog was the guest of honor.

May 6th the regular meeting was held with the smallest attendance this year. Everyone seems busy cleaning house and making gardens. The business matters were disposed of, chairmen of the various committees all making splendid reports. Mrs. Geo. Ryan, welfare chairman, reported a cash donation of \$50; 10 donations of clothing to needy families, all of which had been given to the club; 2 cash donations from the general governing board, one for \$100, one for \$50. Five other families were helped, 15 personal calls were made and 30 telephone calls. Mrs. Arthur Wobig, Sunshine chairman, reported her committee had made 53 personal calls, 21 cards sent, 38 telephone calls and a sweater given to one of our little new members.

The membership committee is working very hard to get our membership up to last year's, so as to be one of the lucky clubs winning one of the \$15 prizes.

We were glad to hear that Mrs. Will Dee, wife of Engineer Bill Dee, is recovering rapidly after being knocked down by an auto.

Wausau Chapter

Mrs. W. W. Essells, Historian

THE club members met for their regular meeting in the club rooms at 2:30 p. m., March 11th, with fifty members present.

The house committee gave a report of their inventory, necessary disbursements and activity in putting the rooms in order. We are sure everything will be kept in apple-pie order with such a committee.

Mrs. Hoehn in her report of the activities and accomplishments of the club for the past year, compared our records with the general average of the combined clubs and we were pleased to know that the report of our efforts was quite favorable.

An invitation was extended by the members of Wisconsin Rapids to a one o'clock luncheon before the regular meeting and cards afterwards, to be held at Wisconsin Rapids on April 8th. This was accepted with alacrity.

The Sunshine committee reported increased activity.

After the business meeting games of cards were enjoyed. At bridge prizes were won by Miss Mildred Conklin and Mrs. Pat Brown, and in "500" by Mrs. Wm. McEwen and Mrs. Hugo Von Guechton. Delicious sandwiches and coffee were served by the entertainment committee in charge of Mrs. Henry Gilham.

It was announced that a luncheon would be served at Wausau, May 13th in the club rooms.

A total of twenty-eight voting memberships were taken at this meeting, showing the benefit of the visiting meetings.

Mrs. C. Conklin served as secretary at this meeting in the place of Miss Mildred Conklin, our regular secretary, who could not attend.

We are pleased to report that our sick members, Mrs. Phil Lennert, Mrs. Felix Sloniski and Miss Ella Godard, are on the way to recovery, and were all able to attend the Wisconsin Rapids party.

(Continued on page 45)



AT HOME



Clothes of Character

BETTINA BEDWELL, The Chicago Tribune's Paris fashion correspondent, broadcasts a few ideas on the styles of the moment. Bettina knows her fashions and her fancies are always worth at least the once-over. Of the summer styles she has something like this to say: "Summer styles are becoming just too sweet for words," and by the same token she adds that too much sweetness creates an acid condition, which she hooks up with "too sweet looking ladies and pretty pretty clothes equal a sum of acid discontent in the beholder. Feminine and sartorial diet must be more wholesome and varied to wield a lasting power." From this she deduces that sweetness is perhaps all right, if it is properly combined with character. Therefore your summer clothes must be clothes of character in order to avoid the "pretty pretty" quality that leads to a too acid condition.

Do you know what this is all about? Well, let me tell you. It is to the effect that the craze for the "sweetly feminine" is to be tempered with that subtle something which gives "character" as well as smartness and beauty. Ruffles, laces, capes, bows, furs, chiffons and that like must be used with due regard to the occasion and to your own individual style. Some women wear lace and look distinguished, while others who assume its softness not only lose style character, but look positively inane. Likewise, with ruffles and other fluffy creations. Then in the matter of fur—how does a short, chunky little body carry off a pointed fox, or a silver fox scarf? Not so good. The long, wavy furs are not for her. If she wishes style character, or in other words, "chic," she must not set her heart on fox furs, for these lovely things belong to the girl with height, and thin shoulders and neck. Our short sisterhood would do far better to entirely eliminate the idea of summer furs and adopt the coat or wrap with the attached scarf collar. It's a tremendous help to general appearance, not to mention the easing up on the pocketbook.

In the matter of color, Bettina also gives some good hints as to its use. She says, "Color is a powerful aid or deterrent to character and sweetness in style." Pale blue, for instance, which is very smart this summer, when worn by a brown-haired, blue-eyed girl with sweetness of character in her face, is tremendously chic; but "on the baby-doll type, it has about the same interest retaining force as a ruffled lamp shade." Do you get the idea? About black: "the most sophisticated of fashionable colors, will make any woman of the worldly type look too much so, but add pink to black and you have sweetness in the clothes character so that the most sophisticated wear it well." According to this authority, color, therefore, should be the surprise element, giving character or sweetness to the appearance that lacks a sufficient dose of either the one or the other.

Flesh-colored and pale pink long evening gloves with formal costume are something new under the sun; as are short-draped evening wraps that contrast in color with the dress, as for example a bright red wrap with a white frock, or an emerald green wrap with a black gown.

Here's another of Bettina's announcements which is worth while listing: "Trains have gone out, and they're not due back in Paris this summer. No skirts longer than floor length are seen, and most of them barely reach the insteps; and the hemlines are even." Going up, you see.

Doing Over the Living Room

IT is not according to the old ideas of house-cleaning, I know, to leave the living quarters of the home until the last for the spring renovating; but it often brings about a more satisfactory result if you proceed that way. Do the attic and the closets and the kitchen and the basement first and then when the sun shines bright and the blossoms come, the flowers and the shrubbery are all taking on their summer apparel, you get the spirit of brightening up along with nature's burgeoning.

I wish people more generally saw the beauty of scatter rugs in a living room or a bedroom. It would do away with the monotony of the generally accepted "room-size" appearances, and put in its place a charming casualness and individuality. There are so many lovely new hooked rugs that do not cost so very much and add so very greatly to the "personality" of the home. With a few of these and one good piece of "period"

furniture to build up to, that lovely effect of simplicity and good taste which is the height of desirability is arrived at.

Dubuque Chapter

Mrs. W. O. Wright, Historian

SEVENTY-FIVE members of the Dubuque Chapter met in Temple Hall Thursday evening, April 3rd, for their regular meeting, Mrs. W. F. Keefe, presiding.

The Sunshine committee has been very active, making many calls and rendering assistance to several families.

Dubuque Chapter is very proud of the increase in membership during the recent membership campaign, and we hope to continue until we have all employees as contributing members and all the ladies who are eligible as voting members. The following departments are 100 per cent, joining the Milwaukee Women's Club as contributing members:

Boiler Shop	100 per cent
Blacksmith Shop	100 per cent
Pipe and Tin Shop	100 per cent
Locomotive Carpenters	100 per cent
Painters	100 per cent
Laborers	100 per cent
Locomotive Clerks	100 per cent
Roundhouse	100 per cent
Machine Shop	90 per cent
Dispatcher's Office	100 per cent

The program of the evening consisted of "A Style Revue" of 1890. Lucille Millar, Marie Clifford, Elizabeth Butterfield, Lillian Butterfield, Olive Kenefic, Emma Sacks, Mildred Lund, Hannah Graff and Georgiana Rafferty, taking part.

At the conclusion of the program the penny march was held, after which light refreshments were served.



Famous Sunken Gardens, Victoria, B. C.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE SPRING AND SUMMER 1930 BOOK OF FASHIONS.

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

6255. Ladies' Morning Frock. Cut in 5 sizes: 34, 36, 38, 40, and 42 inches bust measure. A 38-inch size requires 3 $\frac{3}{4}$ yards of 36-inch material. To finish with bias binding as illustrated will require 8 $\frac{5}{8}$ yards. The width of the dress at the lower edge with fullness extended is 1 $\frac{7}{8}$ yards. Price 12c.

6823. Ladies' Dress with Slender Hips. Cut in 8 sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46-inch size requires 5 $\frac{1}{4}$ yards of 39-inch material. For contrasting material $\frac{3}{4}$ yard 39 inches wide is required, cut crosswise. The width of the dress at the lower edge with fullness extended is 2 $\frac{7}{8}$ yards. Price 12c.

6834. Ladies' Dress. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure.

A 38-inch size requires 3 $\frac{1}{4}$ yards of material 35 inches wide. For collar and belt of contrasting material $\frac{3}{8}$ yard is required 35 inches wide, cut crosswise. Price 12c.

6483-6484. Ladies' Two Piece Suit. Jacket 6483 cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. The jacket for a 38-inch size requires 2 $\frac{3}{4}$ yards of 39-inch material. 2 $\frac{3}{4}$ yards of lining are required. Skirt 6484 cut in 7 sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure with corresponding hip measure. To make a 31-inch size requires 1 $\frac{1}{2}$ yards of 54-inch material. TWO separate Patterns 12c FOR EACH pattern.

6589 Girls' Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4-year size requires 2 yards of 32-inch material. To trim with rosettes and lace edging will require 16 $\frac{3}{4}$ yards. Price 12c.

6835. Ladies' Bathing Suit. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. To make the suit for a 38-inch size of one material requires 1 $\frac{3}{4}$ yards 54 inches wide. For the waist of contrasting material 1 $\frac{1}{4}$ yards is required 39 inches wide. For the shorts alone 1 $\frac{1}{4}$ yards is required. Price 12c.

6121. Girls' Dress. Cut in 4 sizes: 1, 2, 3 and 4 years. A 3-year size requires 2 yards of 32-inch material if made with sleeves. If made without sleeves 1 $\frac{3}{8}$ yards will be required. To finish neck and armscye edges as illustrated in the large view, will require 1 $\frac{3}{8}$ yards of bias binding. Price 12c.

6838. Boys' Suit. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4-year size requires 2 yards of 35-inch material. Price 12c.

6844. Girls' Dress. Cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires 2 $\frac{7}{8}$ yards of 35-inch material. For contrasting material $\frac{7}{8}$ yard is required, cut crosswise. Price 12c.

Good Things to Eat

JELLIED VEAL LOAF. Cover a three-pound knuckle of veal with cold water, season with salt and cook gently until tender. Remove the meat and boil the liquor down to about one cup. Put the meat through meat grinder, mix with the liquid and pack into a brick loaf pan and set in refrigerator several hours. When cold, slice and serve as cold meat, or dip in egg, cracker crumbs and again in egg and saute in butter; or fry in deep fat.

Beef Fricassee. Three cups of cold, sliced beef; two cups of brown stock; three tablespoons of butter; two tablespoons of flour, salt, pepper and one teaspoon of chopped onion. Season the meat with the salt and pepper. Make a brown sauce with the butter, flour and stock. Add the onion and cook ten minutes. Add the cold meat, simmer a few minutes and serve on a deep platter with a border of rice, mashed potato, dumplings or toast points.

Baked Ham with Pineapple. Cover a five or six-pound ham butt with cold water, add six cloves and one bay leaf and bring to a boil. Cook gently, allowing half an hour to the pound. When tender, remove the ham, peel and rub the surface with bread crumbs and brown sugar. Cover with sliced pineapple, fastening these with toothpicks. Sprinkle with brown sugar and bake in a moderate oven until the pineapple is brown and glazed—about one hour. Baste often.

Graham Cracker Pie. Roll sixteen graham crackers and mix with one-half cup of melted butter, forming a paste. Divide in half and spread one-half in pie tin to form an under crust. Add one can of shredded pineapple from which juice has been drained. Cover with the rest of the graham paste and set in refrigerator. Serve with whipped cream.

Strawberry Refrigerator Cake. One-half pound of sweet butter creamed. Add one cup of powdered sugar and blend thoroughly. Add the yolks of three eggs beaten until thick. Chop one pint of strawberries with a sharp knife, being careful not to crush so that the juice will run. Add to the first mixture and fold in the stiffly beaten whites. Line a brick loaf pan with split lady fingers and turn in the strawberry mixture. Cover with the other half of the lady fingers and set in refrigerator. Will keep a week if kept cold. Serve with whipped cream.

IN THE SAME BOAT

A woman hired a taxicab. The door of the cab was hardly closed before the engine started with a jerk, and the cab began to race madly along, narrowly missing lamp-posts, tram-cars, policemen, etc. Becoming frightened the woman remonstrated with the chauffeur:

"Please be careful. This is the first time I ever rode in a taxi."

The chauffeur reassured the passenger as follows:

"That's all right, ma'am. This is the first time I ever drove one."—Christian Advocate.



CLAIM PREVENTION

FRIGHT THIS UP HANDLE WITH CARE

Claim Records

I AM of the opinion our agents do not in all cases properly record in their station records the claim and file numbers covering correspondence.

Just recently a claim was presented against the Southern Pacific Railroad by the shipper, that line corresponded with the destination agent on our line several times without the destination agent calling attention to a claim being filed with our office on the same car. This office was not aware, of course, of a claim being filed with the Southern Pacific until payment was made by that company, when papers were finally sent to us and then matched in our office with the claim previously paid by us.

This condition would not have presented itself had our agent made proper station record of file numbers, when receiving an inquiry either from this office or the Southern Pacific office—call attention to the previous file checked against the station records.

Agents should be impressed with the necessity of making proper station records of all file numbers covering correspondence received by them, and when receiving inquiries bearing other file numbers should call attention to the previous file number covering so that files can be properly matched and unnecessary correspondence minimized.

G. W. LODERHOSE,
Asst. Frt. Claim Agent.

Loss of Entire Package

OUR claim account on general L. C. L. merchandise has been materially reduced in past few years, however, the loss of entire packages still seems to be one that we are unable to bring down to anywhere near what it should be compared to deductions made in other claim accounts.

The loss of an entire package (with exception of robberies, which is very small), is due in almost every case to improper checking either at time we receive the freight or at time of delivery, and I am convinced that about 95 per cent is due to improper checking at the receiving door. This has been proven many times on shipments that have been received and loaded into a car and destined only to the next station or possibly two or three stations down the line, the shipment never moving through a transfer platform, but when car arrived at station where shipment is supposed to be unloaded we find part of shipment short, and it never shows up, and the company has to pay the bill.

We also find many shipments that are received and loaded, and when they arrive at a transfer platform they find the waybill reading for station in Pennsylvania, the goods marked for same station in Tennessee. This again goes to prove that shipment was not properly checked at time we received and signed for it.

We also find shipments that are billed out of one of our stations and destined to another station on our line will check short, and goods will be received over another railroad or by express from original station, proving that we never had the shipment on our property although we signed bill of lading and billed it out.

I believe at small stations sometimes the agent gets into the habit of depending too much on the drayman or other parties bringing freight down to the depot to be shipped. I have noticed cases where a drayman would bring shipments to our station, go and load them into the merchandise car or put them on a truck, bring the bills of lading to the office, and agent would sign them without seeing the freight at all. He, of course, knowing the drayman very well and doing business

with him every day naturally gets into the habit of trusting him to handle everything as it should be, and the drayman probably is a very honest man but he is subject to mistakes.

We should check every piece of freight that is offered to us not only to see that we receive it but that it is marked plainly and properly, and when we once get everyone doing this you will notice that our loss of entire package claims will show the desired reduction; because if a piece of freight gets onto this railroad and is properly marked and billed, it has a very good chance of arriving at destination. Even though it may be loaded wrong, it will come back astray and show up sometime, but when we sign a bill of lading for an article we do not get, we are simply going to pay for it. If every agent or receiving clerk would put enough personal interest into this checking to do it as though he was going to have to pay the claim if it was short, it would not be long until the loss of an entire package would be a thing of the past.

W. C. SCOTT,
Traveling Inspector.

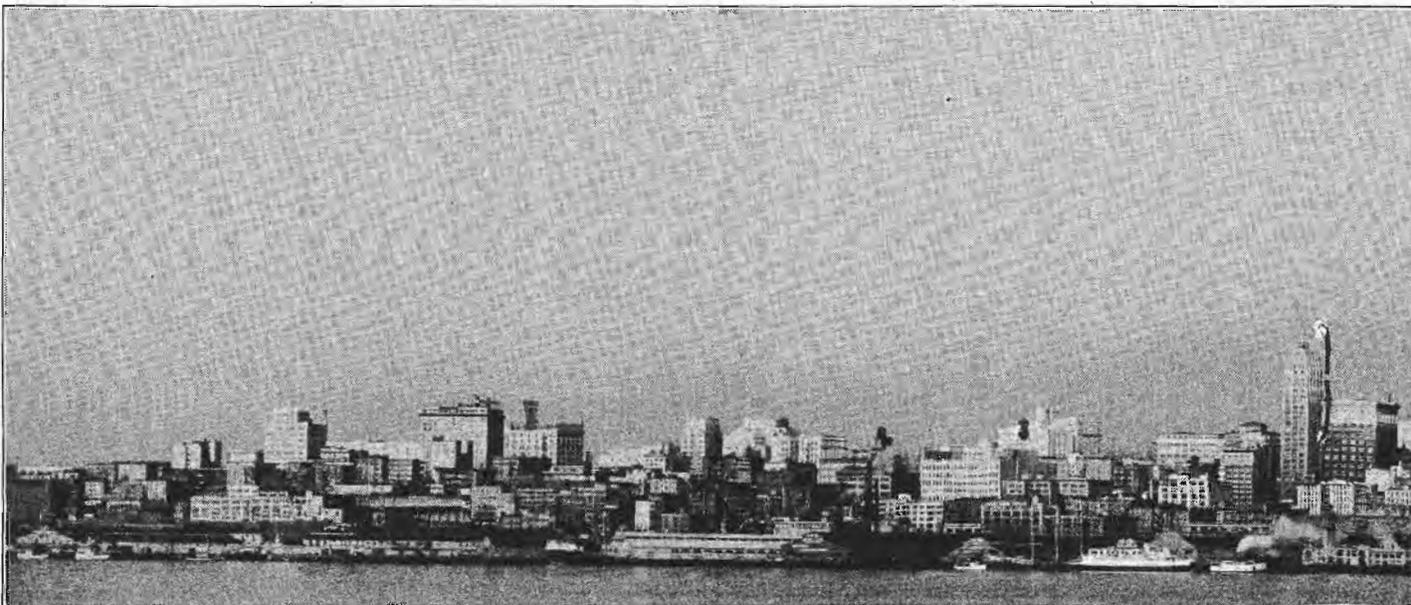
Claim Prevention Suggestions

Inspect for Defects

AGENT when accepting machinery returned for repairs should make thorough inspection for defects. Numerous machines are received at this station that check bad order and which apparently are old defects. As a rule no notation on waybill showing that machines are second-hand and returned for repairs. In each case where shippers hold clear receipt claim for the damage is presented.

O. LANGHENRICH, Agent,
Cedarburg, Wis.

More Careful Handling by Truckers
More careful handling of freight by truckers when loading and unloading, not



dropping packages or piling heavy packages on top of light ones in cars, making prompt report of all overage without billing, prompt reporting of all shipments received in bad order condition with full report of damage noted on back of delivery receipt.

M. E. HASTINGS, Agent,
Green Bay, Wis.

Flour and Sugar Loading

Don't load sacks of flour and sugar on dirty car floors. Keep them away from nails. Don't drop hard from car to platform heavy kitchen stoves. It often causes enamel to chip off on vital part of stove which ends in claim and a dissatisfied patron. That is the greatest difficulty encountered in receiving freight at this station. All complaint on part of consignee which comes as a result of torn bags of feed, sugar and flour is apparently caused by hasty handling from trains.

A. K. KENNEY, Agent,
Republic, Mich.

The Old Shooting Territory

D. M. Division Conductor "Bill" Finnium Has Interesting Experience

DIVISION Freight and Passenger Agent H. D. Warner, Des Moines, Iowa, passes the following interesting letter along to The Magazine.

Conductor Finnium is a favorite of long standing out in his territory, and he swings a large amount of business, from time to time, "Milwaukee Way." The writer of this letter is Mr. Fred Thompson of "The Thompson Trust," Des Moines, Iowa. The letter follows:
My Dear Harry:

I had a very pleasant trip to Spirit Lake on your morning train. It was the first time I have ridden that road since the old days of open vestibules and dirty, rickety coaches thirty years ago. I was amazed at the fine equipment that I found in use on a branch line. I did not suppose that any railroad used anything but cast-off equipment on branches. I paid \$1.13 for the privilege of riding about six hours in as comfortable a car as I have ever had the pleasure of using.

A week or two ago I told your conductor, Billy Finnium, that I wanted to ride with him over the old shooting territory of Iowa and have him point out the places of interest along the line that the shooters of thirty years ago used to ride and which was then called "The Duck Special." In those days Billy was famous for taking care of the hunters.

I told him that I wanted to go to Spirit Lake to meet some of the old-time shooters who still live there. Mr. Finnium sat in the smoking compartment with me most of the way and pointed out the locations of the famous sloughs of the days before drainage. Not far west of Grimes he pointed out the knoll on which he shot his first prairie chicken about fifty-five years ago. From there to Spirit Lake he gave me one story after another of the old-timers, many of whom are now dead, and pointed out the scenes of their exploits. It was then the finest game section in the United States. Many came to that territory for prairie chicken shooting from all over the country, from as far east as New York.

I spent Friday, Saturday and Sunday getting old-time shooting stories from old and middle-aged men who shot around the lakes since they were barefooted boys. Billy had passed the word around the week before. Out of friendship for him they came rolling into my hotel faster than I could take care of them. I had a stenographer with me to take down the tales. He was worn out. In three days we didn't handle a tenth of the material available, which gives you an idea of the number of men who responded to Billy's request that I be shown how a town can turn out when asked by the proper person. If you want to land on your feet along that branch of the road, I'll tell the cock-eyed world that a fellow ought to go to Billy.

Apologizes for Attempting to Interfere with a Motor Car

THE following letter, received by Superintendent F. T. Buechler is probably the first occasion on record in which

a driver has felt called upon to make an apology to an engineer for passing in front of a motor car.

Sioux City, Iowa,
February 27, 1930.

Passenger Agent,
C. M. St. P. & P. R. R. Co.,
Sioux City, Iowa.

Dear Sir:

Please place this letter in the hands of your motorman who had charge of your motor car No 5932, which was about six miles west of Jefferson, S. D., at about 3:30 p. m. Thursday, February 27th.

I want to apologize to him for passing in front of him a sixth of a minute before his train arrived at the same crossing, which act of mine may have caused him anxiety and perhaps disgust.

I admit I did not look back. In fact I was on the crossing before I realized it was a crossing. The car I drove was a closed model and I heard neither horn nor bell until I was actually on your track. (So long as such dangerous crossings exist and careless people drive, you should have a signal which is as audible as the ordinary auto horn.)

It is possible your train was further from the crossing than I have judged it to have been. I feel your motorman so calculated his speed that I could get across the track regardless of how careless I was.

Mrs. Weller and myself are grateful to him. Had he been neglectful, too, I am certain there would have been a fatal accident.

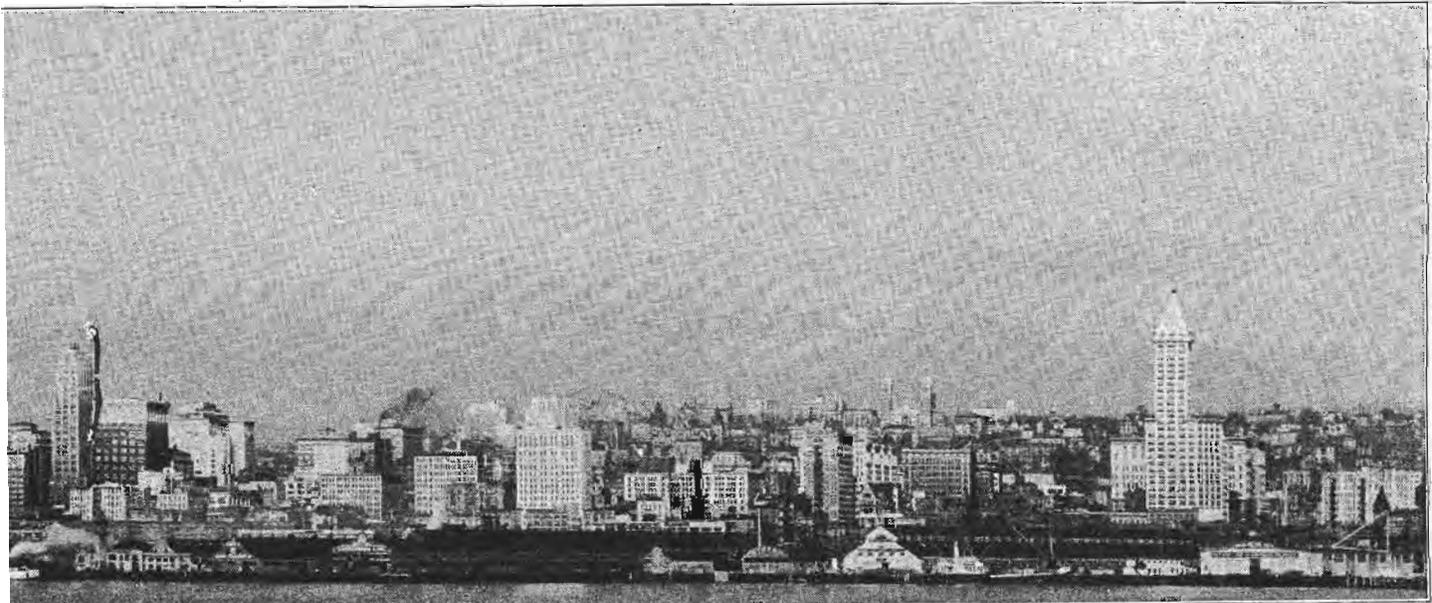
Sincerely,

(Signed) CHAS. S. WELLER,
Mitchell, S. D.

Congratulations

ON June 2nd, at the home of the bride's parents, Mr. and Mrs. H. E. Byram, in New York City, occurred the marriage of Miss Helen Byram to Mr. Don Burdick of Shanghai, China. Mr. and Mrs. Burdick will reside in Shanghai.

The Magazine takes much pleasure in extending warmest congratulations.



Little Waterfront and Skyline

Pierson Photo Company
Page Twenty-five

ON THE STEEL TRAIL

Motoring on the Milwaukee

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

"Hold Everything"

"WELL, we did all right, just as soon as the Radio-Keith-Orpheum party arrived 'on location' at Lombard, the fourth of May, and from that time on they told the Rocky Mountain Division what they wanted and they got it. . . . To give the end of the story at the beginning, in bidding the 'boys' good-by the R-K-O folks told them their service was one hundred per cent and the experience for all concerned was something no one would have missed.

"When the picture is finished and placed on the screens of the land where you can lean back in your easy seat and enjoy it, it will have cost close to two million dollars. When the story came in, some one said 'here is the best railroad story ever written, we will have to find the best place we can find to make it.' Some one else said 'we know where that place is,' and our Mr. Walter W. St. Clair, of Los Angeles, did the rest.

"A special train of about eighty people arrived on this division May 4, and stopped over in Butte, where they were royally entertained by the Chamber of Commerce; and at the Silver Bow Club; and when Hollywood and Montana get together . . . 'a fine time is had by all.'

"Proceeding eastward the party reached Three Forks about 3:00 p. m. the same day, and every one in town was there but myself, I ran as fast as I could but I didn't get there, so all they could do was go on from here. Arriving at Lombard the train was placed on a storage track where it remained only a few minutes at a time as far as we could learn. One thing we are certain of, when a picture is being made, nothing stands in the way of the making of it, and work is spelled with a large-sized 'W', and from sun-up to sun-down and in between every one worked all the time.

"The first few days of weather were somewhat of a drawback on account of heavy clouds and some rain, but toward the last of the week the good old Montana sun came out to do his stuff and from that time on, the whole cast got in a lot of extra work and three train crews, three engine crews, three operators and a car man and Bob Schultz did their stuff also, and how—as Ella Cinders would say 'OGEEGOSH' and then maybe some more.

"In the first place the most important thing that has ever happened on this division since the earthquake, was the R-K-O picture, and that had to be at Lombard, too, well some folks have all the luck, is all we feel like saying.



Jean Arthur
(This photograph taken especially for The Milwaukee Magazine.)

the above gentlemen are, we understand, in love with her, we don't blame them (see picture), suppose every one else in the party is too, some reason why all the east end crews were trying to get called to Lombard, on any excuse, and those who were there hardly spoke to those who were not. There is a fine large slide in the picture, this is where Lombard and Cardinal come in strong, a bunch of nice new Milwaukee box cars, a caboose, two or three steam engines and the Miles City wrecker just blocked the right-of-way traffic and all concerned, for quite a spell; but when you look at it from that said easy seat it won't look one bit as it did out there in the hot sun and dirt. Oh My! No. The east end ring train and engine crews who were 'on location' (ahem!), are going to enjoy that considerable, and I may add will probably make some of us pretty tired explaining moving pictures to us from now on too. Oh, yes, I wish I could have been there.

"After a day or so at Lombard, the special train made a flying trip to Miles City where they took some scenes and then returned to Lombard, where they again got right down to hard work, and from that day until the evening of May 17, no one 'in the parts' ever saw anything like what happened in the Lombard yard, in Cardinal vicinity, and between there and Josephine, where many pictures were taken along the canyon and at Eagle Nest tunnel.

"When five to seven cameras, all get busy at the same time, when hours and days are spent arranging for one special scene, when the sun is just right and all is ready for the signal to 'shoot,' then no matter what happens, the signal 'go ahead' means just that. So when a train or so now and then did not arrive just when the train dispatcher down at Deer Lodge said it was going to, and if his train order numbers for that day ran 'way above what they had for the day before, and when that nice schedule order number was not worth the paper it was written on, there was good and sufficient reason, and it was all at Lombard or near there. Because The Radio-Keith-Orpheum Corporation was 'on location' at Lombard and they were 'making' the railroad man picture and the rest of the world as far as the east sub-division of the Rocky Mountains was concerned, would just have to wait until it was over with.

"Besides Robert Armstrong, Louis Wolheim

"The name of the picture for the time being is 'The Record Run,' with Robert Armstrong first as a plain every-day hobo and later on as an engineer in the picture; Louis Wolheim as superintendent and Jean Arthur as leading lady—Both

and Miss Jean Arthur, who is so well fitted to play the part she had with Clara Bow in Saturday Night, there were with the party Hugh Hebert, dialogue director; James Farley, round-house foreman; Allen Roscoe, general manager (in the story); our own Conductor John Driscoll and Engineer Sam Haffner, handled the train which hit the slide, and Conductor Coffin and Engineer Shaw handled the special which made the speed of—goodness, let me look at those figures again—yes, one hundred miles an hour, with the injured superintendent (this is also you understand in the story). Of course Engineer Shaw could make that all right, however, any time, with plenty of steam and a clear track ahead. Oh, My! Yes. Mr. Miles Connolly, producer; Director George Seitz and Assistant Director Charles Kerr were all loud in their praise of the location, the railroad, the scenery and the Rocky Mountain Division men who assisted them in filming the part of the picture done here. Our Trainmaster Mr. A. C. Kohlhase, Traveling Engineer Stevens and Superintendent Sorensen gave them every assistance possible to make their stay on this division a success and from what we can hear up this way, they succeeded, as all fifteen actors and seventy-five property men and mechanics had compliments for them all.

"On Monday, May 12, none other than the governor of our state, Governor Erickson, Mrs. Erickson and party from Helena, paid the R-K-O company a visit and pictures were made for a news reel of the governor's party with Milwaukee officials and members of the cast of the 'Railroad Man' and which according to Clem Portman, chief recordist of the company, will go out immediately to 600 theaters. Hooray for our side again.

"It is along the beautiful Sixteen Mile Canyon, where this picture is being filmed, that a new process that has been tested in studios for months, is being tried out, a new wide film is being used, as well as standard film, and they are using as well, what is known as a concentrator mike or a directional microphone, developed by the Radio Pictures engineering staff. The concentrator, a huge bowl-shaped affair with a standard phone mounted in the center is directed much the same as a search light, the bowl reflecting the sound in its scope directly into the microphone, excluding to a great extent any outside noises. With the microphone trained in the direction of a train over a mile away the starting of the train can be plainly heard, growing in intensity as it approaches. This newly developed microphone, Mr. Connelly declared, will prove revolutionary in that it allows 'shots' in noisy places where the ordinary mike would pick up all the unwanted sounds. The new wide film also gives a picture twice as large as the ordinary film mostly used now, one and one-half times as high, creating the illusion of the third dimension, depth, as well as height and width.

"Of course there were a few extras that were not handy, so they had to make them, such as more and better rocks than Old Mother Nature had placed right alongside the railroad track, but tell us which were the real ones and which were made, if you could, there was dust down the mountain sides such as the earthquake never even thought of, and good old Montana pine was turned into things no self-respecting lodge pole could imagine ever seeing in that canyon, but when you see the picture, everything will be lovely, as the story ends that way,

you know, and the man you just hope and pray will win charming Miss Jean Arthur, well, he does that very thing and they are happy ever after.

"To make a good ending to a story, after telling the whole party each and every day what wonderful fishing we had around this part of the country, some of the boys who spent the past ten days out there with them felt they ought to do what they could to make good, so they got out their fish hooks and high top boots, and grabbed Chester Bales and Engineer McKenna as soon as they got off No. 15 this morning, and with Engineer Sam Haffner, Curley Peters and a few other good fishermen, they went out for a few hours, and as soon as the trout heard they were to be given to the moving pictures, they climbed right out of the water and into the baskets, all but one, that was so large Sam had to carry it in on his shoulder. Sixty-seven fine, large Rainbows for the R-K-O—are we downhearted? not yet, even if we are leaving the Rocky Mountain Division for the M. S. Then on the last day and the last afternoon, the section foreman's house at Cardinal caught fire and as he was at work and all the folks gone away, along came the R-K-O party, carried out all the household goods, put out the fire and went on their way, incidently they used it in 'The Record Run,' all in the day's work apparently. This is not a 'scoop' on Helen Kirwan, but as she is going to be right there in the same place as they are while they take some more pictures, we do hope we will hear the straight of this after they leave Miles City. But all's well that ends well, 'The Record Run' will end in the Union Station at Chicago and some scenes will be taken en route at Minneapolis also. The whole party were loud in their praise of the Milwaukee, the state and scenery, as well as the people, so they must have liked us as well anyway, as we did them, and we hope they come this way again."

Twin City Terminal "Mac"

AGENT FAHEY, Twin City Transfer, could not resist the spring weather and is now driving a "Chevi" sedan around.

Bill Clerk Ray McNally is also a victim, having come out with a Pontiac.

E. H. Ottaram still drives a Ford. He says although it is not new it requires all the service.

Earl DuChene, our flyweight champion, again put over the K. O. This time on Roy Kelko of Chicago, in the third round, before the Veterans of Foreign Wars. Keep in good condition, Earl, you will be a Jack Dempsey yet.

Vacation in the office at Twin City Transfer started April 28th. A. W. Nemens goes first, followed by Gene Jacobson and Robert Conners.

A nip and tuck race for tonnage is on between Ole Flesness and Tommy Kizereas, who are leading the rest of the boys. Looks like Ole to win by an eyelash.

Bob Snoot of the Accounting Department, thought he had a private parking place for his car until a policeman told him to get that two-story birdhouse off the sidewalk.

We sometimes wonder why Carl and Violet in the Accounting Department are always found in a huddle, maybe it's business but judging from their faces it must be monkey business.

Hylda Swanson, local freight, spent a few days last month visiting friends in Chicago.

Harry Erickson, messenger, local freight, accepted a position in the commercial office. We wish him success on this advancement.

Walter Hagen, clerk in Superintendent Bannon's office, accepted a position as chief clerk in Mr. Kuszekas' office, South Minneapolis.

Elizabeth Hessburg, cashier's office, local freight, was on the sick list for a week last month.

S. J. Farley fractured his left arm taking a fall down an elevated stairway in Chicago.

Our kittenball team should have a sure walk with Toney Schwasba coming to bat with his 5 feet 1, following Art Gerber, our 6 feet 3 lead-off.

Sympathy is extended to Emil Rachner and family because of the death of Emil's father.

Carl Holmgren is the first kittenball casualty. Carl caught one of "Fast Ball" Comstock's fast ones on the button, the result being that Carl had one well colored "shiner" for several days.

"Kayo" Schwab had a mechanic work on his car and after he put it back together again it would only run backwards. Toney says the mechanic uses only one tool—a hammer.

Lawrence Netka says he used less than a quart of oil on a run from Minneapolis to Little Falls. It's an Essex. Write your own ticket.

Art Gerber's Model "T" looks pretty good but it sure has a soft tractor-like sound when the engine is running. Why don't you turn it into a truck, Art, and sell it to some ash hauler?

Des Moines Division Items Frenchy

CONDUCTOR W. J. CASKEY, who has been quite ill with pneumonia, is recovering slowly but will not be able to be at work for some time. His many friends are rejoicing over his recovery. His run is being taken by R. F. Bolland.

Mr. and Mrs. Elledge Carter of Terre Haute, Ind., are the parents of a new daughter, Nancy Lee Carter, born April 23rd. Mrs. Carter is the former Miss Vera Price, daughter of Conductor Frank Price. Mrs. Price has been with her daughter for several weeks.

Agent O. M. Case and Mrs. Case are taking an extended western trip, visiting Kansas City, Salt Lake, San Diego, the Grand Canyon and attending the O. R. T. convention in Los Angeles.

Conductor P. A. Gifford has gone on his usual summer occupation of opening the lake season at Spirit Lake and we expect the fish to be very scarce in the lake from now on. His run is being taken by Conductor Bellman.

Ray V. Dawson is now working as operator at Jefferson.

The young son of Section Foreman Stanley McDowell of Jefferson, who has been quite ill, is reported to be recovering at the present time.

We understand Engineer Bill Chase has a new Hudson coupe. Have not seen it yet but from all reports it must be a beauty.

Some time since Conductor Hardie's crew had a heavy roll of linoleum to load and the brakeman and baggageman, Hartshorn and Berman, figured they would have to carry the aforesaid roll. When they spoke of it Conductor Hardie said, "Yes, boys, you look after the linoleum." Hartshorn then said, "All right, will you carry my grip?" to which Mr. Hardie replied, "Certainly." Conductor thought grip was unusually heavy and suspicioned there might be some "wet" goods in it. After setting it down for rest several times he happened to look back and saw Berman laughing, and immediately figured there must be something wrong somewhere, and began to investigate. Upon opening said grip he discovered it was heavily loaded with bricks. He forthwith set it down and left it for the other members of the crew to carry the rest of the way.

R. G. McGee has been appointed agent at Grimes, succeeding V. C. McGee. W. H. Roach was appointed agent at Clive and V. C. McGee operator at Clive, effective May 2nd.

Agent H. Pearl was off duty a few days in May account his wife in hospital at Rochester, and was relieved by E. E. DeLacerda.

We regret to announce that Mrs. F. W. Chambers, daughter of Mr. R. P. Edson, passed away March 25th at Mason City after an illness of about two years. Besides her husband Mrs. Chambers is survived by a daughter, Mrs. Johnson, a son Robert, and two grandchildren. Mr. and Mrs. Edson have the sympathy of their many friends on the railroad in their affliction.

S. C. D. Notes F. B. H.

BERNICE bought a beautiful, new yellow hat for Easter and was planning on getting all dressed up for the Easter parade—but when Easter dawned, it was raining, I mean pouring, and all plans went hay-wire.

Harold had even worse luck. He bought a new Pontiac coupe but during a downpour is no time to show off a new car. Better luck to both of you next year.

Now Leona was luckier—she didn't buy her new spring duds for Easter, and didn't mind staying inside "Singing in the Rain," especially since she had a gorgeous bouquet of American beauties from her boy friend even though he was out of town.

April 17th was a big day for John Horan—the Grand Old Man of the Railroad—and equally as big for our own Helen. It was Mr. Horan's 75th anniversary with the company, and Mr. Scandrett was here to help make the celebration a huge success. Mr. Horan donned his overalls, cap, and bandana handkerchief, and climbed to the top of a big Mallie—they also fired up his old engine of 1855. Then of course there was a large diamond anniversary cake which Helen had the honor of cutting for her grandfather and Mr. Scandrett. Now everyone is going to the Majestic Theatre to see our Helen in the talking newsreel, and almost daily someone sends a newspaper from a different city with the picture of the group taken that day. The nicest part of the whole thing is that with all this publicity Helen's head doesn't swell at all.

It won't be long now that we can blame the operators for wrong numbers, slow service, etc., because the dial system is being installed and they say it will be in operation within six or eight weeks. Imagine the first week or so we'll be worse than Amos and Andy were with the dials. During the installation May and Myrtle are in a little coop about 2x4, but at best they are here. We shall miss them when they move down to the depot.

Edithe came to work the other morning with the most beautiful realistic wave. From now on the line of chatter among the girls will be permanents.

Harriette's latest hobby is horse-back riding. She has gone in for it in style—riding boots 'n' everything. One thing I can't understand is that she came down the other day with a lame arm. Most unusual!

The annual staff meeting was held May 5th, 6th, and 7th, and from all reports it was a big success.

Leona Schultz was missing for three days. She went to Columbus, Ohio, with the White Shrine drill team and says she had a very nice time, but found the weather extremely warm down there.

Jackson came to work wearing glasses. He is quite in style with all the new glasses in the office, but he's so vain! Fears they make him look too old.

The other night there was quite a bad wind-storm out Ethel Carpenter's way. It blew in the windows, took the doors off her garage, and did other damage. Before rebuilding we'd suggest Ethel consult "The Specialist" and let him "tell her why."

Edithe Hamman is in the hospital at present having her tonsils removed. We all hope you will feel better after the operation, Edithe.

Vacations are the talk of the day—early, late, and otherwise.

We attended the First Annual Get Together Party given by the Milwaukee Road Post of the American Legion for all employees. It was held at the Eagles' Club and was well attended. The program was given by Legion members and railroad employees and was very good. The Legion is to be congratulated on the whole affair and especially on their perseverance in unearthing the talent among the employees. There is plenty of it here and we hope all our modest friends will continue giving of it freely at all the entertainments. It all helps to promote a more friendly feeling among the members of our big family.

Another old timer is leaving the Car Department—H. R. Campbell, general inspector, has accepted a position with the Allegheny Steel Company, with headquarters in St. Louis, effective March 15. Dick has been in the Car Department about twenty years in various positions and we are going to miss him very much. We hate to lose Dick, but feel it is a step forward for him and therefore all join in wishing him every success in the new undertaking. Before leaving he was presented with a beautiful Gladstone bag and brief case to match by his associates.

Northern Montana Notes

andy m.

MR. JAMES "JIM" TOY, conductor, departed on April 22 from Great Falls to visit for a few days in Butte with his baby boy.

Mrs. W. J. Retallick, wife of W. J. Retallick, car clerk in the Great Falls Freight Department, left during the last of April for Aberdeen, S. D., where she will spend several weeks with relatives and friends.

Mr. O. B. O'Dell arrived in Lewistown recently to make his home here, formerly residing in Kansas City, Mo. Mr. O'Dell is the father of "Vic" O'Dell, conductor on the Northern Montana.

Harry Willard has gone to Casper, Wyoming, where he expects to work during the coming summer.

ACKNOWLEDGMENT

We want to acknowledge with grateful thanks the many acts of kindness, the thoughtfulness, and the many floral tributes paid Mrs. Douglas by our Milwaukee friends, during her sickness and at the time of her death. Particularly we wish to thank the Milwaukee Women's Club of Lewistown for their attentiveness during her illness.

Signed:

W. E. DOUGLAS.
DOROTHY F. DOUGLAS.

Mrs. Andrew Peterson, mother of Albert Peterson, agent at Hanover, has arrived in Lewistown from her home in Long Prairie, Minn., to spend considerable time visiting her son and his family.

Agent R. D. Crowder of Judith Gap and children, Francis and Maurice, are now in Spokane, spending a few days with Mr. Crowder's mother. From there they will be accompanied by Mrs. R. D. Crowder to Seattle to spend the remainder of their vacation.

On April 7th Dorothy Frances Douglass and Edward Alexander Belote were united in marriage at Los Angeles, California. Mrs. Belote is the daughter of Engineer William E. Douglass, formerly of the C. & M. Division out of Milwaukee, Rocky Mountain Division and now

located at Lewistown, Montana. Mr. and Mrs. Belote will spend the month of May in Montana and on the first of June will depart by way of Denver and Dallas for Los Angeles, where Mr. Belote is assistant manager in the chemical department of Maillard and Schmeidell Chemical Co. of Los Angeles.

Robert F. Haggerty, Jr., son of Agent Haggerty of Suffolk, will be home in June, on a furlough from the United States Military Academy at West Point.

Each year the University of Montana sponsors one of the largest high school track and field meets held in the United States, more than 115 high schools being represented. This year Lewistown sent a delegation of six, of whom three were sons of Milwaukee employees. Clayton Lupton, son of "Gus" Lupton, chief accountant, ran in the 100-yard dash; Stanley Petro, son of Section Foreman John Petro, threw the javelin and took part in other field events and Eugene Burt, son of C. J. Burt of the Lewistown Car Department, ran in the mile race. In connection with this meet there is held a "Little Theater Tournament," in which the local high school was also represented. Miss Marie Fritsen, daughter of Roadmaster George Fritsen, being one of the talented cast.



Erwin Johnson

Expert anglers will travel miles and fish many hours to make a catch such as portrayed above. The lad is Erwin John, son of Conductor Sam Robinson of Lewistown, standing in their own back-yard with a string of trout caught by the boy only a few feet from where he stands on the bank of Spring Creek.

Martin J. Hickey of Great Falls has gone to New York to look after some of his business affairs.

Mr. and Mrs. Jimmy Campbell are spending their vacation at points in Wisconsin and Illinois.

Summer climate on the old Northern Montana has California's bested every way according to Ed Smeltzer, who has just returned from the coast and is now returning to work. Of course we've never been in California so we can't make any statement at this time, but we went golfing on that day last year and had a heck of a good time.

We regret to say that Mrs. Pat Tobin was taken to St. Joseph's hospital on April 27th. It is hoped that she will soon be in good health.

Milwaukee employees were exceptionally well represented in the big Kiwanis Minstrel Show presented in the high school auditorium on April 28th and 29th. Bigelow Ely and Jack Biglow had parts in the chorus. Lew Wandell proved to be the hit of the evening with his song, "The Barber Shop Chord." And if Lew had not cracked an ankle a few weeks ago he would have undoubtedly done a few new gyrations for the audience.

Mrs. Katherine O. Boyd, of Winnett, has gone to Chicago to visit for the summer months. Mrs. Boyd is the wife of the Winnett agent.

W. E. Kier has gone to Helena to represent the local Rod and Gun Club at the annual

Fish and Game meeting. It might be that Dick could secure an open season on some of our pet peeves.

E. O. Melby, section foreman at Winifred, has replaced Foreman Ed. Thompson at Forest Grove during the vacation of the latter. Tony Jackson is acting foreman at Winifred.

Agent and Mrs. J. T. Beiser have gone to Kansas City for a few weeks to visit with relatives and renew acquaintances.

Mrs. C. H. Koch will spend the next few weeks in Waubay, S. D., visiting with her mother. She expects to return to Lewistown during the latter part of June. Mrs. Koch is the wife of Charley, the well-known clerk.

S. M. East

V. J. W.

BY the time this gets in print our entry in the city diamond-ball league will have been through their first trials of the season. While the competition will be much stronger due to only six teams entered in the senior league, we feel confident our entry will be well up in the standings, as most of the old team that has finished in second place the past two years, are out for duty and with the return of Evenson, absent last year, and the addition of Lefty Mourdant, they have been strengthened considerably. The season will open May 13th, with the following line-up: catcher, Matt Schumaker; pitchers, C. Arens and Verne Evenson; infielders, Lefty Mourdant, Robt. McCoy, V. Williams, and Pat List; outfielders, Lloyd Talmadge, Norm Pearl, Lap Nelson, G. Williams, H. C. Scott, Bob Arens and L. S. Jackson.

Mrs. Thomas McFarlane, wife of Master Mechanic McFarlane, has been appointed to head a committee of local citizens for the purpose of planning a Better Homes campaign. The appointment was made from the national office of the Better Homes in America, in Washington, D. C. The people of Austin are indeed fortunate in having so competent a woman selected to head their Better Homes work.

P. H. Pfeiffer, roundhouse foreman at Madison, S. D., for the past three years, has been transferred to West Clinton, Ill. Wm. Neary, roundhouse foreman at Harlowton, Mont., has been appointed to succeed Mr. Pfeiffer at Madison.

Engineer Frank Campbell, who recently underwent an operation, was sufficiently recovered to return to his home May 7th.

Twenty members of the Milwaukee office force entertained at a noon luncheon April 29th at the Women's Club room in Austin in honor of Mr. and Mrs. Oliver Dalager. Mrs. Dalager was formerly Miss Evelyn Trenary of the superintendent's office. With the following well chosen words Chief Clerk H. A. Wunderlick presented the newlyweds with a fine electric toaster: "We are meeting here for today's luncheon because one of our comrades in work and play entered into matrimony which is a game for women, in which the unmarried half are trying to find a husband and the married half trying to be found out by one. Both sides are eminently successful."

H. H. Rappe, former clerk at Rushford, has accepted the position as roadmaster and material clerk at Austin, made vacant by the resignation of Miss Trenary. Clerk Vernon Peterson at Fairmont has taken the assignment at Rushford. Edgar Schied is leaving Pipestone to fill the vacancy at Fairmont. Relief Clerk Vernon Blanchfield is filling the vacancy at Pipestone until permanent appointment is made.

Engine Timekeeper C. B. Munson failed in his last attempt to re-enter the local hospital where he whiled away many pleasant hours a month ago. Feeling that his health was not all that could be expected the morning of May 5th, he dashed to the nearest medic's office but

instead of a trip to the above named hostelry the doctor prescribed solitary confinement and pronounced it measles.

Operator Ross Danley has been appointed third trick operator at Jackson.

A familiar figure in the Austin Yard office is missing these days. Second trick operator John L. Ahern passed away at his home in Austin April 16th. "Jack," as he was known to a host of friends, had been a patient sufferer with heart trouble for several years, although he continued to work until the first of the year, rounding out 24 years of service with the company. He was born at Conover, Ia., May 21, 1887, and attended school at Calmar. He went to work for the Milwaukee at the age of 17 and soon learned the art of telegraphy, serving in the capacity of operator at Mendota, Faribault and Owatonna before coming to Austin. Jack was a conscientious and efficient workman and his pleasing personality won him a host of friends in the community. Deepest sympathy is extended to the widow and son Gerald.

Mrs. Carl Voelker, wife of machinist Voelker, and Mrs. Chas. Billington, wife of Engineer Billington, left April 24th for Detroit, Michigan, as members of the board of directors of the Y. W. C. A. to attend the biennial convention of Y. W. C. A. workers.

Echoes of the last presidential election prove the old adage, "Every dog has his day." Brad evidently had the best of the argument when the votes were counted but J. S. H. recently sold Brad a few bales of hay.

News from Fountain indicate a budding romance. Agent W. E. Riordan is taking a two weeks' leave starting May 12th and we understand he will return with a bride. Best wishes are extended.

Garnet Tuftee, Car Department, underwent an operation at Rochester early in May.

Sympathy is extended to Wm. Poeschel, clerk at Albert Lea, in the loss of his wife, whose death occurred at Albert Lea, Monday, May 5th, after an illness of about a month. Besides her husband Mrs. Poeschel left a daughter, Beverly, aged 7.

Operator R. M. Olson of Alden is relieving Agent J. Snyder at Flandreau. Mr. Snyder is attending the O. R. T. convention at St. Louis and will take a trip west.

Clerk L. Flannery of the superintendent's office is taking the roadmaster-carpenter clerk job at Austin, account his position having been abolished. Clerk "Dick" Hogan has not announced where he will exercise his seniority.

"Imagine my embarrassment," says Ellery E. Barker, assistant cashier at Austin, "as the officer approached me on my blind side."

A couple of young ladies emerging from a smoke screen near the yard office requested that we call Mayor Becker's attention to our city smoke ordinance.

When Young Jack Thompson won the welter-weight crown from Jackie Fields recently Big Mose Evenson rejoiced until he found out that all people by the name of Thompson are not necessarily Norwegians.

Iowa (East) Division and Calmar Line

J. T. Raymond

CONDUCTOR C. R. CORNELIUS has resumed work on Nos. 3 and 4, after being off for several weeks, due to an infection in one of his ears.

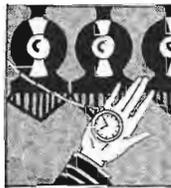
Elmer Shook has resumed work on Nos. 90 and 97 between Davenport and Oxford Junction after being off on account of sickness.

C. E. Farrington has taken the flagging job on Nos. 19 and 8 between Chicago and Marion, putting L. O. Tucker back on the extra list.

A GOOD WATCH

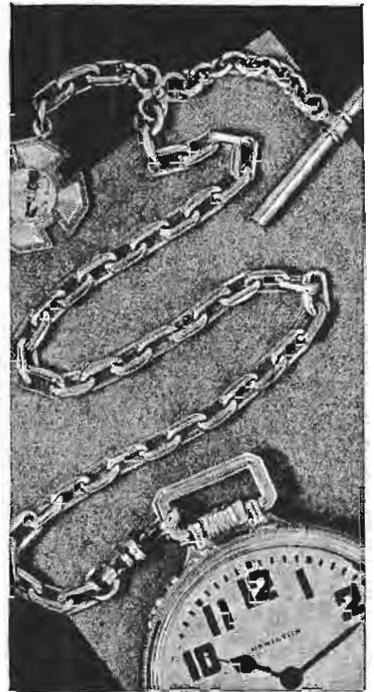
•
D E S E R V E S

•
A GOOD CHAIN



IMAGINE yourself without a watch! You'd be lost. A fine watch is part of a railroad man . . . and a good part too. It's mighty important that you guard it with a worthy chain. A chain to stand up under constant handling . . . under dirt and grease . . . under punishing day-in, day-out wear.

Simmons makes such chains! The one at right (30876) was designed especially for Hamilton No. 5 (it may be worn, of course, with other fine watches) and costs \$8.25, alone, yellow gold-filled; and \$10.50, alone, in green or white gold, or a combination of both colors. At your watch inspector's. R. F. Simmons Company, Attleboro, Massachusetts.



SIMMONS CHAINS  The swivel says
It's a Simmons

C. N. Goite took a two weeks' layoff from his duties as brakeman on Nos. 93 and 94 between Marion and Calmar. Fay Marsh relieving.

Conductor Thos. Nevins laid off a round trip April 27, due to the death of a relative. P. Shoup relieving on Nos. 19 and 8, between Marion and Omaha.

Conductor J. F. Coakley returned to work on Nos. 19 and 8 between Marion and Omaha, May 6, after being off several weeks recovering from a siege of pneumonia.

Earl Jefferson, former fuel supervisor on the Iowa Division was calling on old friends around Marion on May 8th. "Jeff" was looking fine and we were all glad to see him.

John H. White, section foreman for the past thirty years, passed away at his home at Lyons, Iowa, on March 20. Mr. White when a boy of eighteen started his railroad work in England where he was born in 1861. In 1885 he came to America and soon after this he started railroading in America, and was employed by Mr. George Barnoske, C. M. & St. P. roadmaster, about the year 1900, having the section from Lyons to Elk River Junction; here he remained for twenty-eight and one-half years and the last year he had charge of the Clinton Yards. On account of ill health he resigned from this position and took the flagman job at Main Street, Lyons, but was only there one week when he was taken sick; he was ill eleven weeks. He leaves a devoted wife, one son Will and two daughters Mrs. W. B. Hall of Lyons and Mrs. Frank Oak of Savanna.

The bereaved family have the sympathy of many friends on the division in their bereavement.

Agent Elmer A. Knock, of Lost Nation, has resumed work, much improved in health.

Agent F. McMahon, of Welton, has been off duty for 30 days on account of sickness. W. D. Schesser, relieving.

Leverman F. W. Bowers, of Sabula, accompanied Mrs. Bowers to Rockwell City, where she remained to visit relatives while recuperating from a recent illness.

Mrs. A. B. Cate, of Perry, was a brief visitor in the home of her daughter, Mrs. Jack Bevauns of Marion.

Are Your Investments Safe?

Our Association is an old, well-established, sound and conservative Building and Loan Association.

Over 9% Dividends have been paid annually on our installment stock for 20 years.

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THEO. ERNST, General Agent

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
THREE FORKS, MONT.

A Treacherous Affliction Healed Without Surgery



The above illustration is the McCleary Clinic, the largest institution in the world devoted exclusively to the treatment of rectal diseases.

The old theory that hemorrhoids (piles) could not be successfully treated except by surgery has been wholly disproved. If taken in time this treacherous affliction can be successfully treated without surgery, or the use of ether or chloroform.

If you or any of your friends suffer from hemorrhoids (piles) let us send you our Free Book "Piles Treated Without Surgery". Our reference list contains the names of over 20,000 business men and women, Bankers, Lawyers, Farmers, Ministers, Railroad Officials and employees, from every state, Canada and many foreign countries. If you desire, we will be pleased to include a list of our former patients who live near you.

THE McCLEARY CLINIC
1251 Elms Blvd. Excelsior Springs, Mo.

Mr. and Mrs. W. N. Foster have returned to Marion after visiting their daughter who resides in California.

The steel laying gang under Foreman W. A. Moberly have completed the job of laying steel from Sabula to the West End of Oxford Junction yard. They were favored with fine weather and accomplished the work in record breaking time. Mr. Moberly is an agreeable man to do business with and we hope he may be returned next year to lay steel on the balance of the division.

Trainmaster L. A. Turner and Clerk H. J. Murphy spent a day or two in Chicago middle of May transacting business in G. R. Morrison's office.

A site has been selected for a new modern coal shed at Oxford Junction.

Assistant Yardmaster L. R. Kentner and M. D. Bowen, of Savanna, made a brief "get acquainted call," at Marion Dispatchers' office May 9. Come again, gentlemen.

Engineer Albert L. Knoble passed away at Savanna, April 28, after a long illness. He was 39 years of age and had been in the company's service about 25 years. Mr. Knoble was an efficient and faithful man in the performance of his duties, and had a wide circle of friends on the division who deeply regret his death. He will be greatly missed from the ranks. The Employees' Magazine extends heartfelt sympathy to surviving members of the family in their bereavement.

Mr. and Mrs. Grant Dahl, of Savanna, were in Marion, May 9; they accompanied Mr. and Mrs. A. J. Elder, to Waterloo, to attend the funeral of a relative.

Yardmaster and Mrs. H. L. Shekelton, of Marion, were called to Savanna the first part of May on account of the illness and death of their daughter. The Magazine extends deepest sympathy to the family in their bereavement.

Conductor W. Pulley, who has been off duty for some time has returned to work and has taken the Monticello-Oxford Junction way freight job.

Kansas City Terminals

S. M. C.

THE early part of May sees the Southwest Limited leave here with some dark cars in the usually all-yellow train. This means carloads of strawberries by express from Southwest Missouri points.

Account of some of our employees securing positions with outside concerns, it has meant a general shuffle all along the line. It seems that most everyone wants some other position, except the last messenger on the list whose fondest hope is that he can hold on to what he has.

On May 29th Mrs. Pauline Wilson's father and mother are sailing for a visit to their native country, Germany, and Pauline will accompany them. Best wishes for a pleasant voyage.

It is claimed that Alex Schutte has improved his golf game to the extent that he can now find his ball once in a while.

And, by the way, we understand that Mr. R. G. Larson has joined the golf enthusiasts and is swinging a mighty club.

About time for Ed Owens and Bill Johnson to begin to get ready for the Vets Convention.

The report is that Helen has again started in on the reducing regime. Luck to you, lady, but it's a hard game—and I'm speaking from experience.

The sympathies of the Milwaukee family are extended to Mrs. Jas. Maybanks in the loss of her father Mr. John Dido, followed by the death of Mr. Maybanks a short time later.

It's quite noticeable what a difference it makes. Since Abie's Irish Rose returned from Milwaukee, he never needs a shave any more.

Squeaks from the C. & M. Division

H. E. W.

OUR best wishes for a complete recovery are extended to Mrs. E. J. Moran, wife of Conductor Moran, who has been confined to her home for some time, account of illness.

On April 10th Mrs. Wm. Haack, wife of Operator Haack at Tower A-20, while returning from a shopping tour on train No. 137 noticed a telegraph pole near Tower A-13 burning, caused by grass fires along the right of way. Knowing this would cause interruption to the wires being crossed, she immediately notified the crew on No. 137 who in turn reported it to the train dispatcher and the line-man was ordered to make repairs. Mrs. Haack is to be commended upon her alertness toward Safety First in which all railroads are so deeply interested in this day and age.

Conductor "Spoof" Rhode has left for California and we wouldn't be surprised to hear that he had gone to confer with one of the movie magnates regarding a contract to enter the movie game.

We are pleased to hear that Mrs. Walter Emery, wife of Conductor Emery, is home from the hospital and extend our best wishes for a rapid and complete recovery.

Our sympathy is extended to veteran Conductor Dave O'Rourke, who from all reports is not very well and has been confined to his home for some time.

Am sure you all like to pick up the employees' Magazine and turn to the C. & M. Division notes and find plenty of them. But as the fifteenth of the month draws near it is surely hard to find news to give you. If each one of you who have a little news item would just drop the writer a little note we could surely go over the top each month.

Mrs. Plum, wife of Conductor "Jim" Plum, is recovering from a serious mastoid operation at St. Luke's Hospital, Chicago.

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

D. H. A.

A VERY beautiful wedding took place on April 23, when Miss Eileen Moran was united in marriage to Mr. Leo Swanton. Miss Eileen is a daughter of our Chief Dispatcher Wm. P. Moran and Mrs. Moran, popular president of our Milwaukee Women's Club, and Leo Swanton has been day baggage man for a number of years. These fine young people have a host of friends who wish them a long and happy married life. They left that afternoon for an auto trip to Rockford, Illinois, and other points in the East and will be at home to their friends after June 1st.

Mrs. Ivan Kern and daughter, Wilna, of Harlowton, visited with friends over the weekend.

Mrs. Richey, of Marmarth, who was injured in an auto spill at Baker, is recovering.

Claim Adjusters E. J. Cummins of Seattle and M. J. Schlaven of Miles City, spent several days here on business.

Sincere sympathy is extended to the relatives of Mrs. Nels A. Holmes, who passed away at the home of her daughter, Mrs. Mercer, at Portland, Oregon. The remains were taken to Houston, Minnesota, for burial beside her husband, who passed away two years ago.

Miss Marie Blake, formerly clerk at the freight office, left for her home at Miles City. We hope to see her back soon.

The lawns around the roadmaster's house and the Milwaukee Club Room at Marmarth have been filled in and seeded. John Tediman is caring for them, so they may expect some beauty spots in a few months.

Dora Anderson spent a week at her home at New Effington, S. D., caring for her father who has been ill. During her absence her position was filled by Mrs. Bessie Schmitt of Billings, Montana.

Mrs. Cecil McNeeley underwent an operation at a local hospital and is convalescing nicely.

Mr. J. E. Howe, fire prevention inspector of Chicago, and Custer Greer, of Miles City, inspected all our buildings here last month.

The "Guest Night" meeting of our Milwaukee Club was well attended by out-of-town ladies as well as our own members. More details will be given in our historian's notes.

The drainage sewer from the water hole west of the depot at Marmarth has been laid.

Little John Dean Tasnady has been very ill, but we are glad to know that he is much improved at this writing.

Mrs. John Farquhar is visiting at the home of her daughter, Mrs. Irving Rudolph, at Evanston, Illinois.

THE REASON WHY

I ain't much at poetizin',
Tho I think it's mighty neat;
But let me start at versifyin'
And I get tangled with my feet.
It has been claimed by men who know,
That, of language, poetry is the flower;
Yet, for a first-class cussin' show,
It jest ain't got the power.
And a rail can't take time,
With emotions at boilin' heat
To put jest so many words in a line,
Or express himself in iambic feet.
You know what I mean—when things go wrong
And misfortune begins to sizzle,
Why, dammit, you ain't in no mood for song;
And poetry would be a downright fizzle.
That's why train orders, messages—and maybe
worse—

From wild dispatchers can't be expressed
With soft allusions and gentle verse,
When they've got something on their
chest.

WM. J. DYER,
Brakeman on Trans-Missouri Division.

S. M. West

F. W. L.
MIKE GARY, agent, Delavan, Minn., took a week off duty from April 19 to April 25, spending most of his time off with friends at Winfred, S. D., where he formerly was agent.

Clerk Edgar (Shorty) Scheid, of Pipestone, Minn., spent Easter with home folks at Easton, Minn.

Agent Snyder, Flandreau, S. D., was able to secure a shipment of 14 cars of cattle for Chicago on April 19. In order to expedite fast movement and reach Chicago within thirty-six hours the S. M. West had a special train, by picking up a few cars of eggs at Madison, S. D., and eggs and butter at Pipestone, Minn., several cars of stock at Airlie, Chandler and Fulda, the train consisting of 26 cars, for points Chicago and east, the run was made in about 28 hours. It takes the "Milwaukee" to give service.

R. C. Danley, agent, Winfred, S. D., got the third trick operator position at Jackson, Minn.

Agent and Local Chairman Snyder, of Flandreau, S. D., is spending a few weeks in California attending to O. R. T. business. R. M. Olson, agent, Alden, Minn., is relieving Mr. Snyder during his absence.

It is reported that a son was born to Mr. and Mrs. E. F. Lucas, Chandler, Minn., Sunday, May 4. Congratulations.

It is also reported that twins were born to Mr. and Mrs. A. E. Kemp, May 1. Mr. Kemp is roadmaster S. M. West of Madison, S. D. Congratulations.

Joe Godmundson, section foreman, Chandler, Minn., now has his watch adjusted so that it has not gained or lost a second in 30 days. Some watch, Joe, how will you trade?

On May 1, after serving as foreman of the Madison, S. D., roundhouse for two years, P. H. Pfeiffer left for West Clinton, Ind., to take charge of an 18-stall roundhouse, the transfer being a considerable promotion for Mr. Pfeiffer, in recognition of his faithful service to the company and the efficient manner in which he supervised the roundhouse at Madison. During the two years he was in charge at Madison Foreman Pfeiffer won the high esteem of every man under him and all regretted exceedingly to see him leave. He was a true friend of all and worked harmoniously and sympathetically with his men.

The afternoon before his departure, the men got together at the roundhouse to bid him farewell and at the conclusion presented him with a Gladstone traveling bag, a pair of shoes, shirt and hat. The presentation message was spoken in few, but well-chosen words, by State Senator Walter Farmer, who expressed completely the high regard in which Mr. Pfeiffer was held by his fellow workers.

Chicago Terminals

Guy E. Sampson

ON April 14th Orlan Steel received word of the death of his mother in California. The funeral was held at Kalkaska, Mich., Tuesday, April 22nd.

Another terminal employee has stepped out and done something for his fellow-man. Only a couple of months ago Mr. Potter received a patent on a No-Knot Tow Rope and is busy furnishing orders for his finished article. However, he still continues to perform his duties for the railroad company. And this month

Telegraph Operator E. S. Ralph has written words and music of that ripping season's hit, "KALISPELL, MONTANA." And so we find employees who are giving real service during their hours on duty for the company, are also busily engaged doing things worth while during their hours off duty.

Switchman Floyd Owens and family spent Easter Sunday visiting his brother's family in Springfield, Ill.

Yardmaster James O'Keefe and Caller George Fisher were among the disappointed Cub fans who attended the opening game at Wrigley Field April 22nd when those tricky Cards gave our beloved Teddy Bears an awful spanking. But that old boy Hack Wilson hit a homer, won a bag of cash and an Elgin watch all at once, so the boys saw something for their box seat money.

Switchman Kenneth Lehr and wife have the sympathy of their many friends over the loss of their infant son who was born May 8th but who only lived a few hours and was then called back to the Great Beyond.

W. J. Walthers recently attended an evening dinner and dance at the Medinah Athletic Club in the city, and it is reported that someone quietly slipped both front wheel hub caps from his machine while he was tripping the light fantastic in the ball room. Better keep one eye on your car next time, William.

Train Director Jim Burke and Chief Car Clerk Joe Burke were both called to Dubuque, Iowa, the latter part of April by the serious illness of their oldest brother.

Smith, of the Bensenville Car Department office force, says that the longest way 'round is often the quickest way 'home. He knows from experience that you can't speed through the village limits of Bensenville without being somewhat delayed, and part of your pay check taken as a reminder that even the village cop believes in Safety First.

Flossy Rowan says he has no objections to being accused of exhibiting the new passenger engines but that when we even surmise that he might try to take the 9700 engine up to the 8th floor of the Union Station, that is carrying it too far. All right, Flossy, but we all know that with your love for speed if she got started up she would go to the roof.

Miss Bernice Holquist, daughter of Conductor John Holquist and wife, is improving nicely after 12 weeks of serious illness. Everybody is happy to know the little lady is recovering so rapidly now.

Yardmaster J. Capoot, who is also president of the board of education at Bensenville, was instrumental in drawing some freight business to our line. A new school building is being built in that thriving corner of the Chi Terminals and when the honorable president of the board learned that the contractor was to get the brick from the east, he suggested it be routed over our C. T. H. & S. E. Division. The contractor could not refuse, but gladly consented to give the road that was employing Mr. Capoot the business. Needless to say that there will be no delay to this material after it hits our line.

The painters have been busy lately giving the Bensenville depot, towers and the Milwaukee Women's Club House a new coat of paint. And the change in color meets with the approval of all who see it.

Mrs. Toland and son Harold, family of the late Conductor N. Toland, are leaving the terminal the first of June and will move to St. Paul, their former home, where the remains of Mr. Toland were laid to rest. They have made many friends during their residence in Chi Terminals and all hate to see them move away, but we wish them success and happiness wherever they may reside.

I know some of you must have noticed a bright, shiny, olive green Ford standing in

front of the Western Avenue coach yards. The chauffeur of this "leaping Henry" is none other than the well known W. Erickson. Some class, eh? No more broken wrists for Wesley. How about it?

Our bad order clerk, Kenart Rahn, was the first to take a "shot" at the vacation bug, and understand he took a ride to Milwaukee for a day to take in the "big sights" of the town. Too bad the weather wasn't more favorable, but know he at least enjoyed his trip and the show.

Understand that Mrs. Rachel Troutt left on her vacation May 1st, destination unknown. Wondering how the new Chevrolet now looks after two weeks of strenuous driving.

Chicago Terminal Car Department

H. H.

AM unable to give any progress report on the Galewood Yard No. 1 Shop quartet which has been practicing for a certain occasion in June. Hope they did not fall down on singing that song, "Far, Far, Away."



Am sending a photo of one of our new 9700 series engines pulling a 5,000-ton time freight out of the Bensenville train yard. More evidence to the shipping public of the Milwaukee spirit in dependable transportation.

The Bensenville train yard air line have been given a thorough overhauling in order to avoid possible break-downs and giving completed road trains proper air tests before arrival of road engine, thus insuring expedited departure of our fast time freights.

Frank Stevens, our good natured Store Department truck driver, is all smiles lately; reason—due to getting two new front tires on the big yellow truck.

Union St. freight house, with the arrival of good weather, is again doing Rule 60 airwork which means more work for the Bensenville test rack in supplying valves.

Wonder if Kenneth at Western Avenue still remembers his April 1st experience of holding the telephone for some sweet voiced person, and he held it, what we mean.

Miss Walthers, clerk at Galewood Yard No. 1, is on the sick list at this writing. All hope for a speedy recovery.

Well, folks, we must inform you that four or five of the young bloods on the Bensenville repair track, all living in the town of Bensenville, have chipped in and purchased a community flivver to ride to and from work. Four bucks apiece on the initial cost and 19 cents a week upkeep.

All employees at Bensenville end of the terminal were sorry to hear of the death of John Dawson after a long illness. John Dawson, before reduction in forces at that point, was employed as a carman at Bensenville, Ill., whose work was always satisfactorily done.

Maybe you can get a smile out of the following which was sent to the writer:

"They were on their wedding trip aboard the California Limited. He had given the porter two dollars not to let on to anybody that they had just been married. At breakfast the next morning however, everybody in the diner stared. The groom called to the porter and asked: 'Did you tell anyone on the train we were just married?' 'No sah,' replied the porter, 'I done told them you-all was single.'"

We are at this writing, in addition to receiving new 140 capacity mill type gondolas

from the car builders, also receiving new 50-ft. 100 capacity steel underframe flats in the 650,000 series from the Pullman Company at Michigan City. We do not believe any railroad in the country today can match the equipment of the Milwaukee Railroad, both for newness and good upkeep.

Talking about new cars, our good looking wrecking boss, George Bailitz, informed me that he traded in his old Hupmobile for a new 1930 Hup.

Also hear that Truck Driver Frank Stevens purchased a new Ford the other day.

Safety Section

"All you have to do to get through the day pleasantly and smilingly is to work carefully, keep calm, have your brain working just a little faster than your hands and feet, and whisper Safety First to yourself now and then."

District Safety Inspector J. Hemmsey visited Bensenville repair track May 1, 1930, found conditions in O. K. shape, gave all Car Department employees a very interesting Safety First talk after lunch period, complimenting them, both train yard and repair track, with going better than 15 straight months without a reportable or lost time injury. Force at Bensenville consists of 63 employees, and work is performed throughout a 24 hour period. Car Foreman Hewing is also taking this opportunity of expressing his appreciation of the splendid co-operation of all Car Department employees at Bensenville, and hopes that Bensenville can top the list of repair points with the Best Safety Record.

Bensenville-Mannheim Safety First committeemen's meeting which is a monthly affair and is composed of practically all yard employees, was held at Mannheim May 1st, and enjoyed a wonderful attendance. District Safety Inspector Hemmsey gave a very interesting talk, also at same meeting interesting Safety Information was given to all present by Car Foreman Beckman of the I. H. B. Railroad, who sat in the meeting at the invitation of chairman Hewing.

The train yard employees in the Bensenville-Mannheim Yard deserve creditable mention for the increasing interest and regular attendance they have displayed in attending the Bensenville-Mannheim Safety committee meetings.

Coast Division

"Kirk"

BETTY, the latest acquisition to the superintendent's office stenographic force, was a trifle late getting started from home the other morning (you know she lives in Puyallup), so in order to make the stage, little brother offered to wheel her down to the bus station on his handle bars. All went well until they hit a few mud puddles. "Don't run through all the mud puddles, you will spoil my stockings," says Betty. "Mud puddles," says brother, "I can't see the road, to say nothing of the mud puddles." Guess we will have to have Van talk to her along Safety First lines.

"Ed" Mider, switchman, has been rustling business for the Milwaukee and succeeded in obtaining the sale of a ticket, Tacoma to Sioux City.

The bouquet will have to go to Conductor "Ike" Johnson, however, for this month's business getter. Ike gets them by the trainload. Modern Woodmen of America hold their convention in Spokane this summer, and the drill teams, bands, delegates and friends from Tacoma and Seattle will go via Milwaukee, thanks to Mr. Johnson.

Michael J. O'Connor is working a trick due to the illness of Dispatcher Mitchell. Nothing Mike likes better than to stick his head in the door at 2:00 p. m. with his overcoat over his

arm and say, "Good night, boys." Pretty soft for you, Mike.

A new face around the building is Operator C. P. Miles of Raymond. Miles is an ambitious young key pounder and just now is sitting in with the trick dispatchers to see just how they do it. Probably will be lots of work when the regulars start taking their vacations.

Florence Hall of the trainmaster's office was away sick for several days but is now back on the job and ready for any investigations that may need expert reporting.

The Easter bunny brought Mr. and Mrs. Harold Rehbock a baby girl. Mrs. Rehbock will be remembered, by the old-timers at least, as Miss Pearl Buyers of the chief dispatcher's office.

Superintendent and Mrs. Devlin returned last Thursday from a couple of weeks' vacation spent in California, Los Angeles and San Francisco. Report a very pleasant time so far as visiting goes but the weather was nothing to brag about—cold and rainy. The sun on Puget Sound soon thawed them out and made them glad they could call Tacoma their home. Perhaps it was too early for the "sunny" California that you read about.

Speaking of Safety First, Agent W. H. Campbell, Seattle, calls attention to the fact that Seattle freight house has not had an injury of any kind for the past fourteen months. Hope you never have another, Bill.

Ray Grummel, baseball bug, is back on the job taking the place of Mike O'Connor in the "M. A." office. Between the M. A. job and president of a couple of baseball leagues, Ray is a busy young man.

Mr. Dunn has been away from the office for several weeks working with Mr. Selby and Mr. Murtha on a special job at Seattle terminals.

Last Friday night the Women's Club gave a dance at the Masonic roof garden and according to the young ladies sponsoring the affair, there were not enough tickets sold to pay all expenses. Those who were there sure had a fine time. Siefert's Orchestra furnished some dandy music and those who stayed away missed a good dance. Better luck next time, girls.

R. F. Rader, agent, Kapowsin, has been under the weather due to a couple of bad teeth, but he was in town the other day and had them out, so expect him to be normal again in jig time.

Madison Division Notes

W. E. F.

WHILE Mike the janitor was on one of his periodical benders, he absconded with Frank Tarpley's chapeau of pre-war vintage. RESULT—Tarp. is slightly in advance of the summer season wearing a new top piece.

C. H. Agner isn't advertising it but he really has a new automobile. Look out for that "golf bug," Charlie.

G. H. Rowley, trainmaster, is also sporting a squawkey new car.

Owen Lloyd, conductor, injured a year ago, is back on the Mineral Point Line. "Onnie" is now smoking Italian tobacco—Halsted Street brand—powerful stuff.

Work has been started on the new freight depot at Janesville, located on Pleasant Street near the Five Points.

Walter Freebern, our division storekeeper, is regaining health rapidly after a very serious operation at the Mayo clinic. Most of us have seen the incisions and agree they can cut Walter long and deep but cannot keep him off the job long.

A laundry has been suggested in No. 94's caboose to wash clothes soiled by engines at Milton Junction. Who has had laundry experience?

Well, the month of April went by and not a reportable accident. About four o'clock the afternoon of the 30th, everyone was on their toes with their fingers crossed hoping nothing would mar this good record. Bill Kenny was in the office and was holding his breath afraid something would happen in his department.

Hope the same good record will be kept all during this month.

Always thought there were enough horn blowers around Beloit depot without getting the drum and bugle corps. For Mr. Lightfield's information, Mr. Ike Homewood has been promoted from depot inspector to passenger conductor and doing fine.

We see Mr. Lightfield, ticket agent, Beloit, painting everything but the tickets.

We have organized a Beloit Believe It or Not Club, on the R. and South Western Division. Fred Artlip has been elected president of this club. You may consult him on any topic or on weather conditions.

Hot Shots from the West T. M. Branding Iron

Helen Kirwan

A "KISS OF SPRING" is a romantic title for a snow storm—even in Chicago, but leave it to those folks to make the most out of whatever happens and turn an earthquake into a good publicity stunt. Neither here nor there about the storm—but this kept our editor from spending a few hours here and that's why we're kicking—she didn't have time to stop after taking care of the storm in Chicago.

The Milwaukee Women's Club annual dance event was the most successful one of the Easter season. Mrs. Gillick and her dance committee are to be complimented on the beautiful scheme of decoration. The Milwaukee colors in millions of paper streamers from the lights, balcony railings and ceiling, were most attractive, softened by the glow of colored lights. Excellent music was furnished and several special vocal quartet numbers were rendered by high school boys.

"Slip" Hilton, who spent a few weeks here on a temporary position, returned to Moberge. Sorry to lose "Slip"—he caused an awful furore among the opposite sex during his short stay. What wouldn't he do with that smile? And not to mention his charming personality and curly brown hair. Um-um.

Dunc. Ritche took a few days' reprieve and painted the new sleeping porch—was that a vacation pastime or not?

Marg. Gilbert and Ruth Dunnigan know all about the cab of the new mountain type engines which have been in the Miles City shops recently, preparatory to going into service on Lines West. Numbers of people visited the shops for the purpose of looking over these steel monsters.

Helen Bugby was called to Minneapolis account of the illness of her mother. She spent a few days with relatives there before returning.

Gerald Lester has been confined to the hospital with a touch of bronchial pneumonia—or nearly that. Hope to see Gerald out again in a short time.

And Bess, 'way back in Madison, do not attribute my silence to lack of words—I just overlooked the little jibe—anyhow you said it—I thought at the time it was just that—like you said it—Nobody's business. And—possession may be nine points, but an original claim will hold every time. May I pause to inquire if you have ever heard of such a thing as hero worship? Plain case, nothing less. 's alright? Check.

Delores Wagner shook her curls at Seattle and—well, you know the rest—Seattle liked her and she liked Seattle.

Messrs. W. H. Kelly and J. W. Shine have been confined to the Miles City Hospital for some time. They are both out and around again and we were glad to see them back on the job.

Francis McGourty took a flying visit to home folks in Milwaukee and his red topknot is bobbing around here again, lighting up his countenance and the surrounding landscape.

Dr. Koyl was inspecting wells on this division recently and prospects for others.

Mr. A. H. Olson and his steel gang have been on this division for a few weeks laying 28 miles of new 100-pound steel. They returned to the west for a short time when they will return here to finish the surfacing.

Bob Burns is taking his vacation and expects to spend part of it winding tackle and unwinding fish yarns up in the mountains.

Miss Christie Farr, daughter of Dispatcher and Mrs. Farr, is visiting home folks. Miss Farr is employed in the government offices at Helena, Montana.

The Benefit Association of Railway Employees' organization put on a big party for the members and their families recently. An exceptionally enjoyable evening was spent, moving pictures were shown, dancing indulged in, and delicious refreshments partaken of during the course of the program.

Miss Marie Blake has departed for Spokane and points in Idaho to visit friends.

Bob Chamberlain spent several days with his mother in Tacoma since our last writing. His mother has been ill during the winter.

Arnold Running? I should say he has been, ever since the R. K. O. pictures began action in the shops. Of course he isn't alone—not if Barry Glen and half a dozen other of the male species from this office can help it. T. E. C.—H. E. R.—J. V. A. et al.

Something just a little bit out of the ordinary has been happening here and, needless to say, it has broken the routine of ordinary existence AND HOW. The R. K. O. Picture Corporation have been filming a new type of talking picture in the Miles City Roundhouse and yards, prospective title being "The Railroad Man." Louis Woldheim, Jean Arthur and Robert Armstrong are the leading characters, accompanied by no less than 100 extras, directors, assistant directors, cameramen, script girls and what have you. Excitement reigns. Are we interested? Yes, to the extent that it takes 7 watchmen and 2 sheriffs to keep the cast from being trampled underfoot. By the time this picture is finished we'll know all about the moving picture business and shall be glad to answer any inquiries from people less fortunate than ourselves regarding it. Nora B.—isn't this one on you? (ahem.) (Look for Nora's smoke on another page!—Editor.)

Vern Dalson, clerk in the Car Department, is the proud owner of a cunning—little—blue roadster, i. e., coupe. We always were strong for Vern, but now—"Aren't we all?" I'm going to dream about that ride, Vern.

Elizabeth Coleman returned to her desk recently after spending a few months with her twin sister Mrs. Donahue, in Sioux City. Elizabeth says she had a wonderful time and she looks it.

Charlie Shine hasn't had his name in print for a long time and when I saw him parked up on the street corner talking to a charming little brunette the other day, I determined to make the most of it—if I only had a—well, a talking picture, for instance, of him and what he said to her—and how—you'd appreciate it, I'm sure.

If you hear Geo. Hilton and Joe Peschl humming: "Ta Dump te da"—that's "Here comes the bride"—that same old march. And it doesn't necessarily mean anything and yet it might. Anyhow, they're fond of wedding cake. And this is—er—food for thought.

I. & D. Items

M. G. B.

C. L. STEWART, age 63, a veteran conductor, passed away at Tacoma, Wash., April 17th. He was the oldest conductor on the west end of the railroad. Funeral services were held at Seattle. Sympathy is extended to the family.

Ruth Scott and Irma Wilhelm of the superintendent's office, were Y. W. C. A. delegates to the convention at Detroit, April 23rd.

Mrs. G. J. Igou and daughters Ruth and Dorothy were visiting at the home of Mr. Igou's parents at Mason City during the middle of April. Mr. Igou was formerly of Mason City and is now agent at Rapid City.

Mr. C. R. Sifert, conductor, was called to Tacoma April 18th on account of the death of his brother-in-law, Mr. C. L. Stewart.

Mr. C. B. Higgins, dispatcher at Mason City, has been ill since about the middle of April. We were all very sorry to hear this, and surely have missed him. He is getting along better now and expects to return to work within a few days.

A Claim Prevention meeting was held at Mason City April 30th. The meeting was addressed by Mr. H. A. Wicke, assistant superintendent, Claim Prevention and Refrigerator Service.

Congratulations are extended to Mr. and Mrs. Milton Wolverton on the birth of a baby boy.

The clerks kept their promise and put on another dance. This time the dance was given at the Clear Lake Country Club and was really quite an exclusive affair. The dance was given on May 1st, which naturally suggested May baskets. Small May baskets were sold and a chance given with each one, and a large basket was given to the one holding the lucky number. Mrs. Thomas Nettleton won the large basket.

Wm. Mutschler, son of C. E. Mutschler, chief clerk in the superintendent's office, was a member of the Glee Club of the Mason City High School which went to Iowa City May 1st to compete in the music contest. Mason City pupils won a high rating in the contest.

As we were saying, when we asked F. H. Dickoff what kind of a fish it was that he caught, he didn't seem to know. For an experienced sportsman like F. H. D. that was rather queer. Break down, now, what kind was it?

Congratulations are extended to Mr. and Mrs. E. J. Hackett of Calmar, on the birth of a baby boy.

An interesting Safety First meeting was held at Mason City April 22nd. A special Safety First meeting was held April 23rd at Charles City. The speaker of the evening was Mr. J. H. Vanderhie. The meeting was given especially for roadmaster's and chief carpenter's men and the steel gang.

What Mason City needs—a garage for the Milwaukee employees' cars. The Milwaukee offices seem to have more cars than the Dodge Brothers, and the latest addition to the growing number is that of A. L. Lunsman, who has a new Oldsmobile sedan.

We have just heard that Eugene Chase, bill clerk at the Mason City freight house, has taken unto himself a bride. Congratulations, Gene.

Miss Carrie Bradbury of the freight office spent a week-end in Milwaukee recently.

L. R. Meuwissen and E. J. Sullivan just returned from an important directors' meeting of the Rozman Motor Co. at Mitchell.

Operator B. K. Dury of Jackson Jct. spent several weeks in Missouri recently, attending graduation exercises and visiting relatives.

G. H. Burkheiser at Sanborn spent about ten days the first part of May in Wisconsin visiting relatives.

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TACOMA, WASHINGTON

Congratulations are extended Mr. and Mrs. R. I. Colvin on the arrival of a boy May 3rd.

Mrs. George Smith of Mason City has been ill, but we are glad to hear that she is recovering nicely.

Our sympathy is extended to Agent E. J. Hackett of Calmar, who lost his brother recently in an accident.

Section Foreman A. Knoble of Postville is taking a three months' leave of absence. He is being relieved by John Reardon.

Northern District Car Department

M. J. K.

HELLO, EVERYBODY!

The car foremen of the Northern District have not responded with Magazine news for this month. They must all be attending the staff meeting in Milwaukee. From Minneapolis: Messrs. F. J. Swanson, G. Larson, W. B. Wilcox, H. Laird, J. E. Buell and W. G. Johnson are attending; also F. M. Washburn of St. Paul, O. Larson of Mason City and F. Tschohl of Aberdeen.



W. B. Wilcox

W. B. Wilcox, F. C. F., at South Minneapolis, went on a fishing trip to one of Minnesota's 10,000 lakes and the above is one of a number of good catches made at Sunrise Lake, about 40 miles from the Twin Cities. The picture is proof of this being no ordinary "fish story."

We expect to hear many stories on this order throughout the summer. How about a contest?

C. Pederson, formerly of Mineral Point, Wis., is now the equipment maintainer at Hastings.

Mrs. J. Boileau and mother are vacationing in the West and visiting relatives and friends at Longview and Portland.

Mrs. Olaf N. Moen will visit Norway this summer, leaving New York, May 30th, on the Norwegian Liner Stavanger-fjord. She will visit her sister near Oslo whom she has not seen for 34 years. She also will visit Trondhjem for the dedication of the Nidaros Cathedral which was started 300 years ago and recently completed.

Thomas Kelly of the heavy repair yard is seriously ill and has been confined to his home for quite some time.

The baseball season is now in full swing. We haven't heard the old reliable grandmother's funeral alibi used as yet, but the season is still young.

Word has just been received of the serious illness and death of Carl Rachner of the Mechanical Department, father-in-law of F. Platzer of the heavy repair yard. We extend our sympathy.

Following message from District Master Car Builder F. J. Swanson:

"We are glad to report that the Northern District has had no reportable injuries since January 14, this year. South Minneapolis Car Department with a total force of 347 men, has gone nine (9) months without a lost time or reportable injury. We hope to continue this good work and to maintain our slogan, 'No more injuries for year of 1930.' The co-operation of all employees is highly appreciated in this great drive for Safety and Accident Prevention. Practice Safety First—It Pays."

Red Hot Coals from the Racine and South Western Division

Leonard J.

BAGGAGEMAN F. J. ARTLIP has been initiated into a new club, called THE CRISS-CROSS CLUB—we have been unable to find out just what the society stands for but do know that one of the qualifications for membership is: The applicant must have correctly solved three cross word puzzles. Mr. Artlip not only complied with this regulation, but also tendered a four-page supplement to Webster's Unabridged Dictionary, which contained several new words and explanations in the working of puzzles. Fred has certainly paved the way for a life membership in this organization.

We have a new arrival in our railroad family—none other than John Edmund Snively, born February 12th—weight 8 pounds. John Edmund is the son of Mr. and Mrs. Wm. Snively and claims for himself the distinction of being a real railroad descendant, his granddad being no other than the famous Ed Snively, who mans one of our trains over the road every day. If you note John Edmund was born on Lincoln's birthday, which is another item worthy of attention. Daddy Snively is at present operating one of our engines at Racine.

Passenger Brakeman Geo. Gayton has been confined to his home for several weeks. We are all hoping to see Geo. back on the job soon.

Conductor Jack Collins reports he will return to work soon. Jack had the misfortune to have infection in one of his eyes, but it is much improved at this writing.

Traveling Auditor C. H. Whitt and family have moved from Milwaukee to Beloit, and are now full fledged residents of the Gateway City. Welcome to our metropolis, Charlie.

L. H. Carter of Elkhorn is at Los Angeles attending the O. R. T. convention. Understand Ferguson and Gianni are in charge of the Tea Pot Dome affairs during his absence.

Safety Inspector J. L. Bauer held two safety meetings at Beloit May 12th. They were very well attended. The Safety First program mapped out by the company and delivered to the employees by the safety supervisors, is very materially decreasing the loss of life, limb and time.

The employees of this railroad can do a great deal in the stimulation and increasing of business, both freight and passenger, and a great number of them do so. Keep your eyes and ears open. If you hear of anyone planning a trip do not hesitate to put a good word in for your line, and deliver the information as to who the party is, to your local agent or division superintendent. This may seem trivial, but in the aggregate over the entire system, if each employee turned in one or two passengers, THINK of the immense revenue this would bring as well as employment to all of us. Division Superintendent N. P. Thurber has agreed to keep a record of all the tips turned in by employees, not directly concerned in the solicitation of passenger and freight business, and to publish a monthly bulletin showing just who these employees are and what business they have been successful in securing. LET'S

INCREASE THE EARNINGS OF THE RACINE AND SOUTH WESTERN DIVISION.

The division was shocked Tuesday morning, when word was passed around that Passenger Brakeman John L. Ward had died very suddenly at the Beloit Municipal Hospital. John had not been feeling well for several weeks, but nothing serious was anticipated. He was planning on returning to work on the Wednesday following his last illness, account of his improved condition, but early Tuesday morning was taken very sick and rushed to the hospital, but medical aid proved of no avail, and he passed away at 7 o'clock. John started his work for the "Milwaukee" in 1906, and has been a steady employee on this division until the time of his death. He was a member of the Brotherhood of Railway Trainmen. Funeral services were held at his home in Broad Street. He leaves to mourn his loss, his wife, his mother, Mrs. Mary Ward, two sisters and two brothers, all of Beloit. John had a long and faithful record on the "Milwaukee" and he will be missed among those with whom he had daily contacts. The sympathy of the employees of this division goes forward to the sorrowing wife, mother, sisters and brothers.

The "Milwaukee" road is quite in the limelight in the local bowling circles, "The Southwest Limited" team, composed of Captain L. J. Lightfield, Fred Miller, John Cioni, Ray Nevins and Eddie Ruck, won 15th place in the Beloit Daily News Annual Handicap Tournament. They received a very nice cash prize for their efforts.

Personals

Ed Dawes, former engineer on the R. & S. W. Division, was in on April 10th in order to bid us all goodbye as he is going back to the old homestead at Stoughton, Wis.

Mr. R. A. Woodworth, trainmaster of Beloit, was here on April 14th and 15th to welcome the Haresfoot Club of the University of Wisconsin.

Rose is planning on taking up vocal lessons with the Frazer-James School of Music and Dancing. She gave us a special demonstration of her talent on April 16th. We advise you to study tap dancing also, Rose.

Mr. Zimmerman, roadmaster, and his gang have been here for some time building a track for the Consolidated Dairies on Kilbourn Ave. and one for W. G. Wheeler at the old stock yards.

Gerry is very much up in the air about the high price of refinery products. We wonder why.

Harry Hill, our genial yardmaster, is very busy with the paving job on School Street. You are not thinking of leaving the railroad and becoming a contractor, are you, Harry?

Mrs. Lola Lundberg Bear, our former stenographer, dropped in on us one day last week and brought her big boy with her. It is the first time some of us had seen Dickie, and we no longer wonder why she continually says, "Oh, he is my pride and joy." We agree with you, Lola, you sure can be proud of him.

Every once in a while one or two of the bunch at the office visit Frank Smith who is still at St. Anthony's Hospital and not doing as well as we would like to see him do.

Sometime ago the boys at the office promised to put on what they told us would be a real party but better than two months have passed by and still no party in sight. What is the matter, men folks? you wouldn't let the girls go you one better, would you? Possibly it is taking this length of time for the home brew to ferment. How about it?

Mr. Chambers, chief clerk at our superintendent's office, was with us on April 30th.

The other day Clar came stalking proudly in with a beautiful bouquet of tulips which she

tried to lead us to believe was presented to her by her boy friend, but of course none of us were fooled. After patiently waiting to find out who really did send the flowers, we happened to overhear a one-sided telephone conversation, and by putting two and two together we were aware that the donor was Mrs. Johnson. We didn't know they grew flowers that beautiful.

For fear that our many friends on the division do not know it, we wish to inform them that we have some very prominent people in our office, and to prove this may we present you to Mr. H. P. Hyzer, our chief clerk who is a scout master and takes a lively interest in all scout activities in the city of Rockford?

Flashes from Deer Lodge and the West Rocky Mountain Division

"Willie"

CONDUCTOR and Mrs. C. A. Millard have returned from a few months' visit in California with their son and family.

Conductor C. E. Cornwall was called to Wisconsin account of the death of a sister. Sympathy of the division is extended.

Armature Winder Fred Leach is walking on air these days since the arrival of a fine baby boy at his house on April 26th.

Mrs. V. J. Roberts is slowly recovering from an attack of pneumonia. We hope she will soon be out of the hospital and her old self again.

Gordon Craig, former machinist at Deer Lodge Shops, paid us a visit on April 28th. Always glad to see you, Gordon.

E. L. Meyers, motor car instructor, paid us quite a visit in April, also brought us plenty of rain, etc.

Electrician George Hollywood has left Deer Lodge for Cleveland, Ohio. Good luck, George.

Engineer J. F. Burns paid Deer Lodge a visit after a siege of 93 days in Providence Hospital at Seattle. Jack looks fine and is now in southern California where he hopes to get well so he can soon come back to work.

Howard Kleinschmidt, of the superintendent's office, has returned from a visit with his mother who has been seriously ill.

Mr. Richard Nofke of Tacoma, is back with us again for a short time. Welcome back again, Dick, always glad to see you.

We notice Mr. "Skinny" Leveque sporting a brand new Nash car. Now the girls will sure fall for you, Skinny.

Division Master Mechanic Sears and Mrs. Sears are spending their vacation with Mr. Sears' mother in Michigan.

Rocky Mountain dispatcher, Mike Welch, is also sporting a brand new Pontiac car.

Mrs. Archie Meehan has returned to work after a two weeks' vacation spent visiting her folks in Miles City.

Splinters from the Wooden Shoe

Browning

QUITE a few changes on the passenger trains of the Superior Division took effect on the new time card of June 11, 1930. The Copper Country train which formerly left Chicago at 9:15 p. m., arriving Calumet at 1:00 p. m. following day, now leaves Chicago at 5:00 p. m. and arrives Calumet at 8:00 a. m.

No. 3, now known as the Iron Country Limited, leaves Chicago at 9:15 p. m. and operates through to Iron River and arrives that point at 8:40 a. m., reducing the schedule approximately one hour.

The local trains have also been speeded up between Green Bay and Milwaukee, and it is felt that these changes are going to give the various territories more advantageous service and increase our passenger earnings to a great extent.

Train No. 69 handling the Chicago time freight and merchandise, leaves Chicago 6:30 p. m. and arrives Green Bay 7:45 a. m., which is earlier than any other railroad operating into Green Bay. We hope this will be a talking point in securing business for our line between Chicago and Green Bay, thereby increasing our freight revenue.

The auto unloading dock and facilities at Green Bay will be ready about May 20th. This dock is costing about \$260,000.00 and it surely is a wonderful facility and compares favorably with the best structures in the city of Green Bay.

Effective June 8th the Soo Line Chicago to Sault Ste. Marie sleeper will operate via our line and Pembine instead of via the C. & N. W. and Escanaba. This is very attractive business and we know that our employees will handle it in the most efficient manner possible. It is also understood that there will be two express cars operating between Chicago and points on the Soo Line Railway.

The construction of the new interchange track between our line and the Northwestern R. R. will be started this week and should be in readiness within the next two weeks, resulting in more efficient handling of business between the two lines at Green Bay.

Automatic crossing protection will be installed within the next few weeks at the C. & N. W. crossing just north of Iron Mountain, Forest Jct. and Plymouth, which will reduce stops and result in a more satisfactory operation.

New toilet and lavatory facilities are being installed in the station at Iron River. These facilities have been needed for a good many years and we know that everyone at Iron River will be much pleased with these improvements.

On April 22nd Safety First meeting was held at Channing, Mich., which was attended by about 250 people and after the meeting dancing was enjoyed until about 2:00 a. m. Music was furnished by an orchestra from Iron Mountain, and from all reports if there is ever another dance at Channing you will see a number of Green Bay people there, as everyone had a good time. There were about eight from Green Bay who attended the last party.

Mr. and Mrs. E. B. Gehrke, Catherine Browning and Ray Zimmerman attended the Milwaukee Women's Club dance at Milwaukee on May 3rd. They were shown a very good time by the committee of the dance and on Sunday Miss Irma Knoll, Mable Chambers and Ester Braun entertained them at luncheon. We will surely come again, girls, as we had a wonderful time.

We note from the Dubuque Division notes that Geo. Berghauer, formerly of Green Bay, bowled 200 and that he was quite surprised. We thought from the life that George led around here nothing could surprise him. Evidently he has changed since leaving us.

The week of May 5th was clean-up week at the Plymouth station. Messrs. Spartz and Oberreich have put new tops on their desks, which will help them to do their work more neatly. Both depots have been getting their spring cleaning and I think that they have one of the best looking stations on the division.

Also would like to have everyone note that John Hodge, cheese checker at Plymouth, has done away with his sheep lined coat which is an assurance of warm weather.

Henry Pfeifer, yardmaster at Plymouth, hasn't been having much trouble with stallions lately, although he has recovered nicely since his last encounter with one at Plymouth. The horse evidently was hungry and Henry couldn't have looked bad to him as the horse took hold of him and dragged him all over the car. You shouldn't be so good looking, Henry.

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Henry Reinholz says that his set onions are just right for eating and invites all employees on the division down to a meal of limburger cheese and onions, of course including refreshments to go with it. Don't be surprised if you get a delegation over some evening.

Agent Wangerin says it won't be long now for the old lake to be as busy as ever. He will be able to take his morning dip before reporting at the office.

We would like to know how Frank Santamour is coming along in his driving of the new car which he recently purchased. We understand that he believes in the theory that the only way to learn to drive a car is to take it out alone and he did so; but after an afternoon lesson, by himself, he sends out an S. O. S. stating that the car had locked on him and he was out at the St. Paul switch. When the rescue squad arrived at the spot here was Frank and his car out in a field. We don't know how long he had been there or how he got there. Think it will be a matter for the police department to work on, as Frank will not tell.

White Coal from Harlowton "Madam Queen"

HIGH-HO EVERYBODY! It has been so long since seeing ourselves in this worthy Magazine, we won't know how to act on seeing our names in print again.

First up to bat—Clark Kyger. On March 5 he took the third leap into the sea of matrimony. This time to Mrs. Courtney of this city. The gang wishes them a happy wedded life.

Machinist Dave Wagner and family decided they didn't like to live in the Milwaukee addition so have moved to Tucker addition.

Spring must be here all right, for Car Inspector Aicher has been seen in his back yard cleaning up the wood-pile. And what I mean "cleaning up" too.

Margaret Fuchs, roundhouse clerk, laid off sick during first half of March. However, it came to the writer's notice she went to Miles City and had a great time roller-skating. It seems she took a tumble, but that's for her to tell about.

It seemed like old times again when Madlin Schecter sat at the clerk's desk in roundhouse office during first half of March, while Mrs. Fuchs laid off. She said it seemed good to be back on the job again, for it enabled her to "keep in trim."

Mrs. Thomas Le Fever and son, Dick, spent March 30 and 31 with her husband at this point. Tom LeFever is getting to be a regular "Lindy" and so is son, Dick.

The boys wish to extend their deepest and sincere sympathy to Tex Cox and family in the loss of their baby boy, age one year, four months. His passing came so unexpectedly to all.

Dale Middleton, call boy, reports another baby girl at his house.

Sammy Sakuma, boilerwasher, says he has another daughter too. If this "daughter business" keeps up it won't be very hard to say whether or not there will be any more war.

This trying to gather a little news for the last four months is no snap job. So, if you have anything important you'd like noted, just tell it to "Madam Queen." And, I suppose, after April 20, there will be a lot of "fish stories" told.

Milwaukee Terminals

Ann

JUNE—the month we are all waiting for. It brings summer, weddings, vacations and plenty of work for all of us. Now that it is with us we are all happy. The essence of flowers is everywhere. Mother Nature is in her Sunday best and instills in us a great desire to live.

As we go on our way to work each morning we see a school boy striding along, lazily whistling, but there is a glance of mischief in his eye as he thinks that it won't be long now and he won't have to think about school, but fishing or some other pastime.

The track men, for instance, have developed more pep and interest in their work. This is partly attributed to the luxuries now granted in the rail camp at Muskego Yards which consist of running water, electric light, china dishes in the "diner," iron, double-deck bunks with springs and mattresses, lavatories and shower baths, good eats and clean scrubbed, new cars. What more could be wished for? Hurray for the new regime—the old time "Hotel De Gink" is no more.

The work in the new yard is progressing very favorably and Mr. C. A. Drawheim still thinks he will have it all finished by the 15th of July.

How many of us recall the time Steve Spencer rushed in to the phone director and as there were many men around the director, he shouted, "Let me get to him—I want to ask him a fast question."

Yardmaster August Mollinger has been with our company for over forty-three years, and has never been injured. That's a mighty good record, August.

Roadmaster G. A. Larson's gang is now working in the Air Line Yard starting their spring work.

The Pere Marquette, who have always run their boats regardless of schedule, are now

placing them on regular time out of Milwaukee the same as the Grand Trunk.

We wish to extend our deepest sympathy to Trainmaster J. J. Crowley, whose mother died a few days before Mother's Day.

The new Gantry crane at North Avenue is proving a huge success. A nice increase in unloading heavy materials is noted since the crane has been installed.

Switchman Tom Evrard is recuperating at Excelsior Springs and expects to be back to work in the very near future.

In the death of Yardmen Bert Holden and Tony Plawinski the company loses two faithful employees.

A large attendance was had at the Safety First meeting held in a coach at the West Yard, April 15th.

Cora Evrard, telephone operator at the depot, is at home recovering from a serious illness. Good luck, Cora!

Twenty-one employees of the Chestnut Street Yards have taken advantage of the offer of a local store to form a "Suit Club." Each member pays ONE DOLLAR each month and one member gets a SUIT each month. Yardmaster Leaman was the lucky member to get the first suit and says it is imported goods.

Engineer T. F. Cody has returned from Venice, Fla., where he has passed the cold winter months for several years.

We are glad to see Conductor Amos Koch back on the "Beer Train."

Engineer G. F. Timeson is reported slowly recovering at the hospital.

Since Monty has not been wearing his Kromer cap account the warm weather, there is no place for him to save his cigarette butts for future use. That would be the act of a Scotchman, but I don't think Monty is Scotch.

Al Rhemer of the superintendent's office, is now back to work. Glad to see you back, Al.

Peter Petrie took out his car last night and got it wet!

Alex J. Johnston will be missed over at Chestnut Street for the next six weeks as he is recovering from a fall. Hurry back, Alex.

Ben Schwartz is not wearing his wrist watch because it would have to be in soak all of the time. (He dunks his bread.)

Art Berg, former trainmaster on this division, is now the proud father of another baby girl.

There is quite a contest on at the depot as to who is going to be sergeant-at-arms of the ventilating system.

It has been rumored that Yardmaster W. A. French is going in on the scrap business.

Herb Franzen purchased a new Ford. This wicked little car takes you there and on your way you receive the effects of a vibrator-reducing machine. Applications are now in order from all girls wishing to reduce and keep in shape.

The pleasant smile of Vivian Ketchpaw is sadly missed at the superintendent's office. We wish you luck in your new undertaking, Viv.

John W. Axtell went trout fishing recently and it is reported that he got back.....!

As a closing thought let's all remember
SAFETY FIRST!

Tacoma Shop Notes

"Andy"

MR. AND MRS. GEO. CESSFORD have returned home from several months' sojourn in Long Beach, Cal. If looks are any indication, then they must have had a very good time, because George sure looks fine since he returned.

Ernie Meshnik, our power house engineer, laid off a day recently, and some of the boys were considering his action with some suspicion; as Ernie is single and good looking, there is just a possibility of him entertaining

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some marital notions, but he came back on the job all in one piece, so he is still safe.

Al Simmons, they say, is some horseshoe player, but he needs the whole tide flats to play in, because he throws them high, wide and handsome.

Chas. Dahl has a new Ford; it's a town car, equipped with a trunk and everything.

Len. July, the woodmill athlete, is a humdinger in all sorts of sports, except washing dishes. His wife is on a leave of absence, and now all the dishes in the house are dirty, the bathtub and sink are full. We would suggest that he turn the hose on them, or get a bunch of shingles to eat on, then he can throw the shingle in the stove; anyway, all we got to say is that he just better get them all cleaned up before friend wife comes home.

Safety Inspector Vandenburg seems to be somewhat of a horseshoe player too—maybe he wants to find out if the game is safe for a noon hour pastime.

Len Hogan is still up to his old tricks—promising everybody in the Car Department that he is going to take them out fishing, but none have gone as yet.

Gus Hagen, our patternmaker, is back on the job, and we are glad to see him. Gus has had quite a siege of peritonitis, and lucky that he is able to be back.

L. Curtice, upholsterer, is also back to work following a serious illness, and he looks better than ever.

The champion horseshoe player in the woodmill is Carl Murray—when he throws them they are ringers. Carl is the son of Frank Murray, welder.

Chas. Stewart, the Strangler Lewis of the woodmill, has gone into raising rabbits—maybe he is going to learn the rabbit punch direct from the old rabbit himself.

Fred Amidon is building a camp at Robinhood, some place between Henderson and Horsehead Bay. We understand it is going to be some place, and if Fred is building it, we know it is. Fred is evidently going to get acquainted with some geoducks, clams and deep sea fishing this summer, and maybe go barefooted sometimes.

Otto Schuetze has just celebrated an anniversary, fifty years a blacksmith; well, we always did think Otto must have had an awful lot of experience to know what he does about blacksmithing but we thought it was twice that much, but then to look at him, we know that was impossible, in fact we wonder how he can squeeze in fifty years, when he only looks like 38. Otto's crew presented him with a beautiful pipe as a token of their high esteem.

They tell me that Doc. Minnihane, the fellow that rolls pills, pours iodine, pulls teeth, and a lot of other things in our first aid hospital, is also a golf bug, and has often been seen on the course knocking the pill around.

Speaking of bugs, Rosemary Sullivan and Ethel Jennings are bugs of the golf variety, and also spend a lot of their time plowing up the golf links.

Al Pentecost has issued several challenges to Lulu Keyes, to play a game of golf, but as yet the challenge has not been accepted.

Ah—another good man gone wrong—Geo. Marshall has taken unto himself a wife, or in other words, the "Ball and Chain." Geo. says they are happy, and we say, that in addition to our congratulations, we wish them many, many years of happiness.

Anton Grunert is another one of our boys who got tired of single blessedness, and got married. Congratulations and best wishes are in order.

Geo. Lovett, who has been inspecting the new engines they are building in the East, is back again on the job.

W. E. Brautigam is handling the electrical foreman's work at Tacoma, in the absence of R. A. Nofke, who is relieving Mr. Sears at Deer Lodge. Mr. Sears has taken a leave of absence.

Iowa (Middle and West) Division

Ruby Eckman

THE boys in the railroad family who are active in athletics in the Perry High School have all been bringing home medals when attending the spring high school meets. Engineer Fred Osborne, Conductor Arthur Cate, and Signal Supervisor Walter Ivey all have sons in school who have been doing extra well this spring.

George Barth, of the Savanna shop force, came out to Perry the middle of May to see his sons for a few days. One of his sons, Boilermaker W. J. Barth, was in an auto accident and was quite badly injured. The blinding lights from a parked auto kept him from seeing another car parked on the other side of the road and he collided with it. He suffered injuries to his chest which kept him from work for some time.

Machinist Gerald Heinzleman's wife was in a hospital in Des Moines for several weeks for an operation. She recovered nicely from the ordeal.

Conductor J. B. Bryant and family were called to Bloomington, Illinois, the fore part of May on account of the death of Mr. Bryant's father.

Joe Zimmerman, who worked for a number of years on the West Iowa Division, in Track Department, but who went to Chicago to take a foreman's job with the New York Central Lines some time ago, has been very seriously sick with the rheumatism.

Engineer George Tomer has taken his annual leave of absence and has taken up his work as manager and player with the Esterville Iowa baseball team. "Squeak" plays first base as well as manages the team.

Henry Nichols, one of the veteran engineers on the Iowa Division list, has been sick for some time. Henry makes his home with his daughter in Des Moines, going back and forth each trip on the M. and St. L. His friends hope for a speedy recovery.

Miss Elizabeth Hullerman, daughter of Engineer E. C. Hullerman, had a nice trip in May, when she went to Spokane to institute a chapter of a national honorary business sorority. Elizabeth has been attending the American Institute of Business in Des Moines and was made a member of Alpha Chapter of the Alpha Iota. She was selected to go to Spokane to institute the new chapter of the sorority which has been named the Lambda Chapter. Mrs. Hullerman accompanied her as far as Aberdeen. On her way east Elizabeth will visit her brother Hugo, who is taking a medical course at the University of Minnesota.

May 12th was a big night for the Perry machinists, as they had a banquet and party. The affair was arranged for the presentation of 15 and 25-year buttons to members who have been in the machinists' organization that length of time. The Milwaukee Women's club served an elegant dinner to the machinists and their wives and the evening hours were spent at their regular lodge hall with a program of talks, the presentation of buttons and a dance, which was enjoyed by all the shop crafts and their families. Paul Hybrecht, of Washington, D. C., was present. He is one of the Grand Lodge representatives. George Pederson, the general chairman on the Milwaukee, and Division Master Mechanic Foster were also invited guests. Mr. Hybrecht presented 25-year buttons

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Phone Dearborn 0591

Watch Inspector for C. M. St. P. & P. R. R.

to Charles Johnson, Harry Sanford, Edward Krull, William Coil and Dennis Sullivan and 15-year buttons to Elmer Swanson, Oliver Ferguson, Levi Swanson, Harry Nead, DeWitt Gibson, C. Praggie, Frank Mullen, Harry Hawks, Leo Bertsch and Owen Heenan. Machinist Edward Krull, Harry Nead, Harold Hoss and De Witt Gibson had charge of the arrangements for the affair.

Agent C. L. Kinner of Ferguson station, has been in the Perry hospital for some time for an operation on his arm. C. W. Ramsey is relieving him.

Conductor J. F. Coakley returned to work May 6th after a six weeks' lay-off on account of sickness.

La Verne Utterback, son of Conductor Clyde Utterback, is one of the graduates at Des Moines Still College of Osteopathy this month. He expects to open an office in Guthrie Center, Iowa.

Switchman D. M. Flynn laid off the fore part of May to go to Council Bluffs to attend the commencement exercises at Mercy Hospital. His daughter, Mary Frances, completed her training course in the hospital.

Conductor C. F. Wightman was at Washington Boulevard Hospital in April for an operation.

Mason Hildrith, of the Store Department force, is a proud grandfather now, a son having been born to Mr. and Mrs. Robert Hildrith, his son.

Benn Tutt, who worked for a number of years in the Car Department at Perry, has been at Colorado Springs for several months for the benefit of his health. The change in climate did not benefit him.

A gasoline operated crane, made for heavy duty, has been received at Perry to be used in coaling locomotives. A steam crane has been in use since the coaling plant burned, a number of months ago and the gasoline crane takes its place.

Agnes Emerick, daughter of Engineer Guy Emerick, was handicapped in her school work and play by a broken arm, sustained April 16th while playing at the school house grounds. Her left arm was broken near the elbow when she tripped and fell.

Melvin Earl is the name which Mr. and Mrs. Harvey Johnson gave to their young son who was born at the Kings Daughter's Hospital in Perry May 6th. The young man tipped the scales at eight and three-quarters pounds.

Harvey was at his work on one of the Jordan ditchers when the young man arrived, but hurried home to make his acquaintance.

Frank and Lyle Hoes of the Perry shop force, were called to their home in Dubuque the latter part of April to see their mother who was confined to a hospital following an automobile accident. She was knocked down while crossing the street and received some serious injuries.

Merton Rawson, son of Engineer W. J. Rawson of Perry, was married in Chicago March 3rd to Miss Lucile Turner. Merton is employed in Chicago by the Columbian National Life Insurance Company. The young people will make their home in Chicago.

C. & M. Division Activities C. F. Allen, Division Engineer

ROADMASTER KELSEY'S Stowell and Lake sections have been busy putting in a new spur for the George H. Smith Steel Traction Co., between Lake and Stowell. A large business is expected from this company, which is engaged in the manufacture of tractors.

Roadmaster Berg has been making some track changes on the wye at Fox Lake, Illinois. Armour and Company has removed the old ice house there and the tracks have been moved to another location to accommodate a new subdivision on the shores of Fox Lake.

Chief Carpenter Smoot has finished the pile driving that is on the bridge program for the Janesville Line this year, the crew moving to the R. & S. W. after finishing the C. & M. Division work.

Mr. I. C. Brewer, formerly on the Lines West, has been assigned to work as instrumentman with Division Engineer C. F. Allen, C. & M. and Northern Divisions.

The new 100-pound rail for the relay between Rondout and Libertyville has been received and distributed along the track. It is expected that the steel gang to lay this rail will be on the C. & M. about July 10th.

The division officers have been conducting a very active campaign to get engineers to do a better job of whistling for highway crossings. Whistling in accordance with Mr. Gillick's instructions should go a long way towards preventing crossing accidents.

The Jordan ditcher is working on the C. & M. ditching program for 1930. The outfit will be turned over to the R. & S. W. Division at Bardwell as soon as Roadmasters Berg and Kelsey get through with it.

Mrs. Edith Hildebrand, formerly file clerk in General Superintendent Kelly's office, has been assigned to work in the C. & M. Division roadmaster's office.

Notes from the Local Freight Office, Tacoma R. R. T.

WE are getting to be quite proud of John Dickinson, the telegraph operator at the yard office, who is becoming famous as a rifle expert in local contests and breaks into the headlines of the sporting page reviews quite regularly. We should, however, rather say that—he is upholding his former reputation for championship honors in rifle shooting are nothing new to "Dick," as you will gather from the fact that some years ago he was a member of the Washington Civilian Rifle Team at Camp Perry, Ohio, and he has so many medals that he cannot wear them all at the same time. He is also frequently called into active duty as an expert in ridding the neighborhood of his home of stray and undesirable cats and the felines of that district keep out of his way quite carefully. We do not know what he does with the victims of his trusty 22; we have heard, however, that with proper seasoning they make a fair substitute for coast rabbit.

The city of Tacoma is now constructing the great new viaduct leading from the Puyallup River across our yards and shops to Sitcum Avenue, in which great undertaking our line is interested to the extent of half the cost. Half of the viaduct, crosswise, is being torn down or already down, traffic being kept open across the other half, the street cars being replaced by busses for the time being. The new viaduct when completed will be a great and much-needed improvement to accommodate the already enormous and constantly growing traffic from the city to the industrial district on the Tide Flats and the Port of Tacoma.

We learn to our pleasure that the Richfield Oil Company has purchased fifteen acres adjacent to the yard and will make half a million

dollars' worth of improvements at once, Tacoma becoming their chief distributing point for the entire southwestern part of the state. This means a noteworthy accession to the Tide Flats plants and more are coming.

Malcolm Wood, of the yard office, who spent the winter working at the Milwaukee yard office, heard the lure of the Northwest and has returned to work here again, where we are all glad to see him.

Kenneth Alleman has tired of the second shift at the yard office and has bid on the relief job at the local office. We shall miss his daily arguments with Bob Shipley, the handsome assistant chief clerk, as to who is to pay for the hamburger.

While Lester Prescott, yardmaster's clerk, is on his vacation, the said Bob Shipley is handling the board very successfully, but is growing gray hair over the cost figures.

We regret very much, in this connection, to note that Neil McLaughlin, our well known caboose supply man, whose work continually takes him back and forth under the viaduct, was very seriously injured the other day by a piece of timber carelessly dropped from the viaduct by employes of the contractors. At first it was thought that his injuries would prove fatal, but at this writing he is reported to be somewhat improved. We hope he may soon be restored to health.

Station WLE

Harriet

Who's

MEEK and quiet,
Always on time,
Diligent the day,
Not a bit contrary,
Why, our Mary!

Safety Watch

W. R. W.

Don't let Kid Carelessness
Knock you out.
Win the fight with
Safety First.

Twin Cities

R. R. M.

Our St. Paul team track Perishable Freight Inspector Tom Sullivan joined the ranks of the married men on April 24th and celebrated with a few days' honeymoon. Where he went, the boys haven't been able to learn.

We sure hope the powers that be and the U. R. T. Co. hurry along the new beef rail cars, as the demand is growing daily.

Question: Did Vaughn Williams get caught in the terrific rain and hail storm at Hollandale May 1st?

Fred Johnson was in Minneapolis the other day looking after personal interests—and a little get-together visit.

Dave Westover and the Coast Line boys must be preparing to start lots of perishable business east. The more icers the better, but we surely would be glad to hear from the Coast boys through the Magazine.

Well, the heaters are stored, vent season is on, and the icing getting heavier; summer can't be far away.

Vacation Tunes

Locomotive's shrill whistle,
Liner's sleepy fog horn,
Toot and dash—of cars,
Hoof beats on soft turf,
Water's lap, lap upon the beach,
Bird carols and band music on the air,
Gay laughter and au revoirs,
Even the snap of the suitcase,
And clink of the golf bag—
Don't they sound vacationy!

We recently started on the construction of 700 new refrigerator cars, all of which will be in service by fall.

These, added to the large number already in service, assure patrons of C. M. St. P. & P. Railway an adequate supply of modern type refrigerator cars.

Union Refrigerator Transit Company
MILWAUKEE, WISCONSIN

Story Hour

Came a May Monday morning bright and fair, but not for Rosie O'Caro; for three scratches on her upper arm did she bear. Says she to her public: "Evidences of playing with my two-year-old nephew!" Snickers from her public and Abby did say, "We can't believe it!" And, of course, our effervescent Roy didst say, "Did you say he had a gold tooth?"

Small tarzonish Don on his ten o'clock lunch round: "What'll it be, ham, baloney, choelit"—and stopped with his question ending, "banana!" before deeply-immersed-in-icing-figures Hoke, who emerged from his reverie of sums to question: "Who, what banana?" Upon having the matter explained, said, "Oh, I eat breakfast!"

There's much ado and agog about the yes-man and yes-girl, and it's not Ole Timer or Ole Cynic, but Ole Factor who says, "We up no-no-path and down I-won't-path but finally reach the cross roads, where surrounded by our furbelows of no-nos and I-won'ts, we trod the yes-man and yes-girl path accepting Madame Fate's decree."

Seattle General Offices

"The Cub"

HURRY the news in, folks. You know we have over 2,000 miles to go to press and no bicycle.

In order to facilitate the gathering of news and relieve the overworked reporter of this column, the following blank has been carefully prepared for the reporting of weddings. If you are getting married or hear of anyone else doing so please fill in this blank and drop in the first ash can:

A beautiful, lovely (cross out one or both to suit), wedding took place at (state whether church, home or in a balloon). The bride, dressed in a (be brief), was led to the altar by her father, while the groom, Mr. was assisted by a couple of friends. The groom was dressed in a coat, pants and boiled shirt. (Insert any other items you feel necessary to cover the groom.) (Use one side of paper only.)

Honorable mention goes this month to Miss Valerie LaFortune of the General Passenger Department, for being instrumental in securing two round trip tickets to New York and two round trips to Kansas City, via St. Paul, for our line.

Mrs. W. L. Lyons, wife of Mr. W. L. Lyons, veteran telegraph operator of the Seattle relay office, suffered a slight stroke last week which necessitated her being confined to the hospital where she is reported doing nicely at this time, and her many friends are hoping for a speedy recovery. Mrs. Lyons is historian of the Seattle Chapter, Milwaukee Women's Club, and has been an active and very popular member of that organization.

We report with great sorrow the death of Mrs. C. H. Fleming, wife of C. H. Fleming of the General Passenger Department, on May 6th. Mr. Fleming's many friends extend their heartfelt sympathies.

Harry Wilson, our marine superintendent, has acquired a new Auburn 8. Lee Ward, skipper of the Eagle Harbor barge, has been acting as chief pilot until Harry can make her answer the helm. Having followed the sea for so many years it is going to be hard navigating these country roads unless all other cars can be forced to equip themselves with red and green side-lights, so he can tell whether he is on the port or starboard side.

Bachelor circles are reported considerably wrought up over the loss of another charter member when Jake Knaff of the City Ticket Office, heretofore considered the backbone of the bachelor party, succumbed to the wiles of

the tricky fair sex, and plunged into the sea of matrimony. It is reported that he does not know how to swim either, and grave fears are entertained for his safety. Leading members of the Bachelors Club are at a loss to explain Jake's action, having always considered him to be of sound mind and in good standing. Well, now that it's done there is nothing further we can do but extend the well-known hearty congratulations.

Grand Contest

In order to settle once and for all this prohibition squabble which we are hearing so much about these days, we have decided to stage a "Home Brewer's" Contest for the supremacy of the Pacific Coast.

The contest will be held under the auspices of three judges, well known for their capacity, all entries to be submitted to the editor of this column for sampling.

The following rules will govern this great contest, and we want to get started just as soon as possible:

1. Anyone who has made at least one batch will be eligible to enter.
2. All entries must be accompanied by at least one quart (pints will not be accepted.)
3. Three judges, including a reporter for this column, will judge all entries. In the event that one or all of the judges are unable to continue to the end of the contest, alternate judges will continue to function.
4. No samples will be returned to contestants. This rule at least will be strictly adhered to.
5. Contestants are not limited to one sample. On the contrary, we urge everyone to submit as many as possible.
6. The judges reserve the right to call on contestants for additional samples at any time, before, during, or after the contest.
7. In event of a tie the winning contestants will be requested to submit a whole batch or as much more as necessary to decide the winner.
8. All samples will be judged for age, clearness, flavor and kick.
9. Reclining chairs and ambulance service will be available throughout the contest.
10. Applications for judgeships will be considered and filed in the order of their receipt.

It is hoped that enough interest can be aroused in this great contest to keep it going throughout the summer months.

The Milwaukee Indoor Baseball League got off to a flying start last Monday night when the Traffic Department team played the Matson Steamship boys at the Union Pacific Dock. The score was 18 to 15 when the scorekeeper stopped to sharpen his pencil and lost track of it with the Matson marathon runners on the big end. They got to going around so fast that the bases were clogged up most of the time and it was necessary to issue each batter a check for his turn on the bases. The whole difficulty seems to lie in the fact that we are trying to play indoor baseball outdoors, which may have something to do with the mixup.

Illinois Division

M. J. S.

Static from Station "WGC" "Operating Under Protest"

WELL, our old friend Andrew Kuhn, box packer, became the alderman of the fourth ward at the election held April 8th. The contest between him and Car Inspector Clay was very close. Andrew says the people have spoken and he is going to carry out all of his pre-election promises. We cannot say whether Andrew is any kin of Kuhn of "Kuhn-Loeb & Company" or not, but he not only possesses

political influence but commercial influence as well. Andrew has reliably informed us that he is negotiating for the erection of a large shoe factory in Savanna. The factory site is to be located 400 feet east of Savanna Yard office. The building is to measure 400 feet long and 200 feet wide, a three-story concern.

Car Inspector Frank Meyers, a former shoe cutter, and Car Inspector George Clay, an old shoemaker, contemplate severing their connection with the railroad company and throwing their lot in the new shoe company. Car Inspector Fay Kempter has applied for the position of loading inspector.

Andrew, it is rumored, is to be general manager of the concern. This factory is to employ in the neighborhood of 250 men. Mr. Kuhn advises that our company will handle all of the raw materials as well as the out-bound shipments. It is also rumored that Andrew is contemplating affiliating with the Savanna Rendering Works to fill orders for rush demands of hides and other raw materials.

P. F. I. Thurman Mowery we understand is selling M. C. Ness medicines and toilet articles during his spare time.

Account of business being rather "dead," Switchman Melvin Carroll has been granted a 90-day leave of absence and is in Chicago taking up the art of embalming.

Assistant Yardmaster S. Correll, Jr., continues to motor back and forth to Hanover, Ill. Sherry is a home boy now and looks fine since he has been getting his rest.

"Scraps" from South Line Track Department

Nine years ago, April 17th, R. J. O'Connor came to the Illinois Division as roadmaster. Three-quarters of a mile north of Thomson his train, No. 54, struck a snow drift and was stuck from 5:30 p. m. until morning. Mail and passengers were transferred to C. B. & Q. No. 47. Crew was Conductor E. W. Altenbern, Brakeman C. J. Dulen and Engineer Benj. Haas. Do you remember that, boys?

Fred Yates, coal chute man at Ebner, went to Emmetsburg, Iowa, and returned with a car which his mother had purchased before her death. He is again back on the job at the coal chute.

Mr. Geo. Correll, chief caller, is in possession of a new second-hand "open" job Jewett auto. It sure is a pleasure to see Peck filling the front seat, as he now has permission to drive on the highway. He was under parole to speed cop Shepherd.

Bill Clerk R. C. Wilson has purchased a new Kentucky "Jean" suit. It is Confederate gray with blood red pair of suspenders, which gives tone to the suit. He sure is the Beau Brummel of Savanna Yard.

Mrs. Frank Brown, wife of Towerman Brown, is resting much easier after having one of her limbs amputated at a Freeprot hospital.

Assistant Yardmaster Kentner spends his noon hour playing selections on the Orchestre in Fox's Restaurant, and Stenographer Richard Lynn complains that Ray gets all the records played before he gets to the restaurant for his dinner.

Towerman Frank Brown is bubbling over with joy. On Easter Sunday he became a loving grandpa. His daughter Mrs. Merle Ferris, gave birth to a 15-pound daughter. Brownie says it is the cutest little thing.

Engine Foreman L. L. Weldon, Engineers H. Lorenz, Rudolf Ritter and Perry Castle contemplate motoring to the Louisville Derby.

Engine Foreman Bert Follett is sporting a large diamond ring. It is a secret as to how Bert came into possession of the ring, nevertheless, it looks like the genuine thing. (Give me a 142 report.)

Harold Hersey, chief caller, Savanna Yard, is taking treatment at the City Hospital for arthritis of the head. Understand he gets all dolled up with a piccadilly collar to go up for his treatments and after receiving the treatments motors to Freeport with the nurse to attend the Patio Theatre.

Box Packer Andrew Kuhn is in possession of a new second-hand Jewett sedan but has not placed the city vehicle tax on the car as yet.

Officer Frank Schroepel is spending his vacation in Ontario, Canada. Frank had his suit dry cleaned before he left. Thurman Mowery is taking care of Frank's Rhode Island Reds during his absence.

Fred Doden is wearing a broad smile nowadays, and if you ask him about it he will tell you he has a new granddaughter, the first one in the family.

Deepest sympathy is extended to Fred Yates account being called upon to mourn the death of his father who passed away April 16th due to apoplexy. Just a month ago he buried his mother.

Davenport Gossip "Where the Tall Corn Grows"

Max Buckholtz, engineer on day job, was in Chicago for a couple of days watching the ball game.

Engineer Ernie Johnson is recovering nicely from his operation and expects to go back to work in about ten days.

Lloyd Allbright, car clerk, is sporting around in a new Chevrolet.

Ann Murphy, our O. D. S. clerk, arrived at work one morning before the janitor and she tried to tell us that she looked at the clock wrong, believe it or not.

Ted Teegan, day yard checker, had a minor operation on his eye recently. You can't be any better looking than you are, Ted.

Charles Van Alten, fireman on the 8 a. m. job, spent his bank roll for a Falcon Knight. Watch yourself, Charlie.

Business around Davenport is still fair but we are hoping it will pick up again soon.

S. C. & D. Notes

J. Glenn Kasak

RAIL is arriving daily on the division for relaying fifty miles of steel on the Sioux Falls Line.

A. F. E. has been received authorizing construction of a six stall engine house, a seventy-five ton mechanical coal shed, a treating plant and all the necessary trackage, water and sewage systems at Sioux Falls.

Sioux Falls is a rapidly growing business and manufacturing center and the Milwaukee Road plays a very important part in its growth. These new facilities should go a long way toward increasing our efficient handling of the heavy business that we already enjoy from Sioux Falls and attract still more of it.

A 200 man extra gang will arrive on the division to commence work of relaying rail on the Sioux Falls Line in the next few days.

We are also going to have three new steel bridges between Elk Point and Sioux Falls. By next fall the Sioux Falls Line will be a railroad second to none.

Tell all your friends the best and safest means of transportation is the railroad. It is the cheapest in the long run. Invite them to use the Milwaukee Road, it is your bread and butter and mine.

At last we can tell you with certainty that Hans J. Hansen, pumper at Vermilion, will join the ranks of the "Benedicts." Hans recently made request for a pass for himself and WIFE and ere you read this Hans will be happily married. We extend our congratulations, Hans, and welcome the young lady on the division. P. S. Do not forget the cigars.

Roadmaster Ealy has been in Yankton Hospital for some time. We hope to see you up and about again soon. Roadmaster Kemp has been looking after Mr. Ealy's territory in his absence.

Miss Helen Flynn was a recent visitor in Wisconsin. Didn't do any fishing, did you, Helen?

Hank Hoyer of the Engineering Department will undoubtedly be a steady patron of the sports sheet for the balance of the baseball season. The reason is that Hank is richer by \$7.50 for having picked a couple of good teams. Just what is your formula, Hank? We are all interested in how you did it.

Old Jupiter Pluvius' rain system sprung numerous leaks about three weeks ago and has been leaking ever since. Wish some one would find the Old Man and have him make immediate repairs as we shall need some of this surplus moisture in July.

We have had a large number of new men employed on the division since this spring and although you have been cautioned again and again to teach the new man the right and safe way to do his work, I do not think that it will be out of line to ask that each one of us make a special effort the balance of the year to preserve lives and broken bodies. Remember, some one is depending upon each worker for the necessities of life and happiness. Let's not deny them.

Wisconsin Valley Division Notes

"Lillian"

TRAIN No. 103 is now known as the "Tomahawk" and is scheduled to leave Chicago at 10:30 p. m. instead of 9:15 p. m., arriving northern Wisconsin points same as heretofore. This change for superior service on the Milwaukee Road will, no doubt, have its reflection in added business during the summer months, giving the business man, as well as those seeking pleasure, more time in the city before leaving for Wisconsin points during their week end trips.

About one hundred farmers in the vicinity of Tomahawk were entertained by the Tomahawk Kiwanis Club, on Tuesday evening, April 22. The principal speaker of the evening was Wade R. Hauser, agricultural agent of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company. In the open discussion that followed his talk many matters of importance, dealing with the farm program in Lincoln County were discussed, such as roads, taxes, pure bred dairy herds, poultry, sheep and other subjects, all of which were of an exceedingly enlightening nature. In the opening talk Mr. Hauser paid great tribute to Mr. B. F. Hoehn, Valley Division superintendent, who he said was as good a friend as the farmer ever had.

Baggage Car No. 749 with Outdoor Life Exhibits moved to Chicago in train No. 102 on April 28, for the Outdoor Life Exposition and Motor Boat show which will be held in Chicago on May 5 to 10, inclusive. An Indian village will be on display. Boys' Casting Tournament, Lumber Jack Sports, Tree Chopping and Log Rolling Contests will be featured during the exposition.

Leo Paradise, fireman, was taken suddenly ill while on duty, and was taken to his home by his co-workers. His illness was not of a serious nature and he was able to return to his duties within a day.

Edwin Lattimer, son of Mr. and Mrs. Charles Lattimer, has been chosen general chairman of the Venetian Night Festivities, which is to be held at the University of Madison the latter part of May. Edwin is a junior at the State University.

Fred Swope, of Minocqua, claims that he has seen a white crow cavorting around with a flock of black crows down on the lake shore. Would you believe there is such a thing as a white blackbird?

Trout season has opened up since May 1, and some very fine specimens have been seen around the sporting goods stores. Everyone who has been anxiously awaiting for the season to open up, has either gone on several fishing trips or is making preparations to go.

Milwaukee Railroad officers and employees of the Wisconsin Valley Division attended an informal smoker at Wausau, April 24. Subjects of mutual interest were discussed and those present report an enjoyable and profitable time. Seventy-two attended and of this number there were 24 from out-of-town. Milwaukee, Merrill, Brokaw, Rothschild, Mosinee, Knowlton and Dancy were represented.

Mrs. G. F. Paulus underwent an operation at the Wausau Memorial Hospital recently. She has been able to return to her home and is recuperating nicely.

Mr. and Mrs. J. W. Held returned from Freeport, Illinois, where they went to accompany the body of Mrs. Held's mother, Mrs. Ann Owen, to Mystic Isles, Iowa, for burial.

The Tomahawk Leader carried a very nice editorial in regard to Jimmy Horan, a veteran employee of the Milwaukee who has just celebrated his 92nd birthday. He was honored by the presence of President H. A. Scandrett. Mr. Horan has been in the employ of the company for 75 years.

While Ray Lawrence, section foreman, was working with his crew several days ago, near Star Lake, seven deer ambled out of the woods and visited with the crew for quite a while. They came within forty feet of the men who had been offering them tobacco as a delicacy, but they could not overcome their fear enough to accept the gifts from the hands of the men.

The Call of the Woods has reached the city folks, for many of them have been up north getting their cottages in readiness for their permanent stay during the summer months. Several families have already located and have been enjoying the warm spring weather we have had. This section of Upper Wisconsin is in reality a fascinating piece of God's National Playground—a place where man, woman and child may come and be benefited by the smell of the pure air, the scent of the pines and a view of the blue waters, just recently being denuded of their winter coating of ice. All this gives forth the fact that another season of unalloyed happiness is at hand. The officers of the Milwaukee Road have everything in readiness for the prompt service and comfort of its patrons and are ever on the lookout for improved service.

Wm. J. Plunkett, engineer on the Wisconsin Valley Division for many years, passed away at the home of his sister, at Elroy, Wisconsin, on April 12, after a long illness. Mr. Plunkett was in the employ of the "Milwaukee" Railroad for over thirty-six years. The division employees extend sympathy to Mrs. Plunkett and family.

Mr. and Mrs. B. H. Lynn attended the funeral of Mr. Marvin Lynn at Wisconsin Rapids. Mr. Lynn was an uncle of Mr. B. H. Lynn.

Mr. Erdmond Smith expects to return home from the Memorial Hospital within a short time. He has been receiving treatments for burns, but is recovering nicely and hopes to be able to be around and about soon.

Mrs. Karl Kropla visited with relatives at Tomahawk recently.

Mrs. Philip Lenert and son spent the week-end with relatives at Tomahawk.

Bobby Reynolds, son of Mr. and Mrs. Guy Reynolds, spent a few days visiting with his grandparents at Tomahawk.

Mrs. August Krueger, Mrs. H. M. Gilham, and Mrs. Wm. McEwen entertained their clubs at the Women's Club House during the past month.

The luncheon scheduled for May 13th is very much looked forward to by all members. A very pleasant gathering is expected and preparations are in order to make the affair one of the most attractive and popular events given by the Milwaukee Women's Club. A good attendance is expected from all members of the various cities on the division.

Dubuque Shops "Jingles"

"Oosie"

HENRY BLANKENBERG, employed as boilermaker at Dubuque Shops for a period extending over 35 years, passed away at his home on April 27th. The sympathy of the shop and division are extended to his family.

Our sympathy also goes to Fireman Jno. C. Fuerst and wife in the loss of their two children, John, Jr., and Kathleen, who passed away within two weeks of each other.

Mr. Wm. R. Barber, successor to our Dubuque Division engineer, John J. Barker, who retired from active service recently and resigned as a member of the board of directors of the Milwaukee Employees Pension Association, has been at Dubuque Shops for the past few days lining up members for that association. We are pleased to report that Mr. Barber is meeting with good success.

Dubuque Division is very proud of Engineer Barker's record of 59 years' service with the MILWAUKEE Road and the Telegraph Herald & Times Journal of Dubuque, in their issue of May 12th, included a two-column write-up of Mr. Barker's service, as well as a photograph.

Dubuque Shops has again been given a bit of advertising by the choosing of Miss Marcella Moritz, daughter of Jos. Moritz, of the Locomotive Department, Dubuque Shops, as queen of Dubuque at a recent exhibition of "Made in Dubuque" products.

Bernice at Sioux City, we'll have you to know, With Sheiky Wayne King—you haven't a show—

His big brother's a member of our force out here,

And we have first chance at his li'l' brother dear. (Sorry!)

The true "Milwaukee Spirit" has been displayed by the employees at Dubuque Shops, for they have supplied the snappy new uniforms for the Milwaukee Shops team. This team is enrolled in the Industrial League for the 1930 season, and hope to "cop the cup" this year. Last year at the end of the season, they tied for the championship. With the following line-up there is no question but "they will go over the top": Manager, Chas. Abraham; first base, "Speedy" Wiedner; second base, "Little Leaky" Rogers; short stop, "Benny" Schiel; third base, "Hans" Wagner; short stop, "Yellow" Baumhover; left field, "Dukey" Kleeman; center field, "Crabby" New; right field, "Chick" Gantenbein.

Up to date one game has been lost,

And one game has been won—

We girls attended every game;

They were sure lots of fun.

Your umpire, boys (that Archie Ruff guy),

You better trade in and some chewing gum buy.

Our little Jerry Ulmer (Car Department office, please) is leaving us to enter the automobile business. Good luck, Jerry, but whatever will Mildred L. do without you? She'll be SO lonesome!

Dubuque Shops, Locomotive Department especially, seems to be quite a field for celebrities.

We are now boasting about having the champion horseshoe pitcher of the world in none other than Henry Reichman—he issues a challenge to anyone on the Milwaukee system. (Tom Jones would have the world know he once held these honors, but that was 50 years ago when he was young and spry.)

"Roe" Royce, was that nice to leave your old-time gang,

And adopt yourself to the B. & B. and tell the boys go hang?

George, at Sioux City, 'tis springtime; the roses will soon be in bloom—and we'll look for an important announcement, about the 10th of June. (Don't disappoint your former desk-partner, will yuh?)

Mr. Molden, proprietor of the Van Noye Interstate Lunch Room, has become enthused about the neat appearance of the depot and the grounds, and has interested himself in the planting of a flower bed. Now we know where we can get bouquets of flowers.

Operator H. D. Witte has been deliberating on investing in a new car. His delay in taking out his car must be a strong indication that he will be sporting a new machine.

River Division News

M. M.

MR. J. W. ANDERSON of Appleton has been assigned signal maintainer of the River Division in place of C. Peterson, who has returned to Webster, S. D. Mr. Anderson assumed his new duties the first of the month.

Conductor W. W. Conley has returned to work after a long enforced vacation due to illness. The many friends of Mr. Conley are glad to see him back on duty and hope this will take care of his vacation needs for some time.

One of the runs on the C. V. Division having been eliminated, it has caused a great many changes among the enginemen and trainmen, and it will be some time before they are settled down and decide where they are going to remain.

Mr. Bob Ross has invested in an automobile and has eliminated all speedometers and speed restrictions. Bob says his car will travel any place that is built for cars to travel.

Mr. G. Larson, general car foreman of Minneapolis, ventured out on the division one fine spring day not long ago and decided that he could not be bothered with either the famous coat or his spring straw hat. However, Mr. Larson made inspection of work cars, and, hope that he will come again soon.

Mr. W. W. Dinnels is very much taken up with his recently acquired title as "Dynamite Inspector." As Dinny is very fond of adventure he wanders along the highway and brings in samples of the dynamite for Mr. John Ostrum's final word of inspection. "J. O." has been observed inspecting it with great skepticism.

Federal Inspector Mr. John Ernst was inspecting engines on the division during the current month and made a visit to Wabasha.

The depot at Wabasha has been treated to a coat of paint which gives it a very good appearance. The freight depot has also been repainted and the interior of both buildings has been painted. No doubt the freight house force will be seen with new uniforms to carry out the color scheme of the interior decoration.

Mr. and Mrs. Frank Hintz of Menomonie left the 15th of May for a visit at Tacoma. Mr. Hintz has a brother living at Tacoma whom he has not seen for some time and this is the first trip west for the Hintzes.

Mr. J. Hayes, superintendent work equipment of Chicago, stopped at Wabasha in the interests of the coaling plant. The derby was very becoming to Mr. Hayes, but we're wondering where he left the cane.

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Several work trains are at work out of Wabasha. There are two on the Wabasha Division, and C. V. and the pile driver is at work driving pile. Herman Will is in charge of the outfit.

Aromas from the Cereal City

Ray

THE opening gong in the City League will be sounded Thursday evening, May 15, for the Milwaukee Athletic Club, with the Rock Island Freight Club furnishing the opposition. As we understand with Warner hitting his stride as he did in the game last Sunday, the pre-season dope is that the M. A. C. will make quite a showing in the league this year.

C. E. Wymore of the U. S. S.S. Maryland is on a furlough and is visiting at the home of his parents, S. W. and Mrs. C. E. Wymore.

Clean shirts and shaves and an increasing sale of cosmetics for men are now in order since Miss Marion Ovington has taken the position of steno at the freight office. Miss Ovington was formerly located in the Marion offices and displaced Mrs. Allere Dick.

Rate Clerk E. G. Burk had a narrow escape while motoring Sunday afternoon on Ellis Blvd. when his car was hit by a reckless driver. Everett's car was badly damaged but fortunately no one was seriously injured.

Fullerton Avenue Building

A. M. D.

IN an editorial in our May issue entitled "Everyone a Business Getter," a direct appeal has been made to all employees for co-operation in soliciting business for the

Milwaukee Road. Increase in traffic means a happy Milwaukee family and prosperity for all concerned. Prompt recognition for service performed will be made through Mr. Flood's column, "Those of Us Who Do." Information and credit can be obtained through your correspondent or any Milwaukee representative. Every opportunity made use of means full time for all of us. Let's go and get it.

The large room located at the north end of the second floor, formerly occupied by the Auditor of Overcharge Claims Department, has been partitioned off into two rooms, one to serve as a recreation room for the men, and the other as a lunch room. The recreation room has been beautifully and completely furnished with leather and mohair overstuffed chairs and divans, tapestry chairs, end tables and smoking stands. There are a number of rugs on the floor and twelve round tables with chairs which can be used for many purposes.

Altogether, it is a most luxurious outlay and will fill a long-felt want. It provides a place for the men to congregate before work or during their lunch hour for a friendly chat or a comfortable smoke, whereas, heretofore, it has been necessary, in order to dodge inclement weather, to pack themselves into crowded, smoke-laden poolrooms or bowling alleys. The lunch room has been furnished with green tables and chairs and serves as a dandy place for the ladies to eat their lunch.

A party of girls from the building made a tour of Chicago's Chinatown. For a small sum each, the girls were personally conducted through the various points of interest and were served an elaborate dinner. The important sights consisted of a shrine, courthouse, theater, and a number of stores. The most inter-

esting sight of the entire trip was a fan placed before the shrine by a Chinese flapper as an appeal to the gods to regain the affection of her boy chum. No doubt, from now on, most of the girls will have a fan handy. However, all joking aside, the trip proved to be a most enjoyable one and the dinner, made up of Chinese dishes, was excellent.

It seems rather peculiar that a man, after being with the company about seventeen years, can still be coerced into foolish stunts. One of our old-timers of the ticket auditor's office was seen galloping around the building a short time ago, endeavoring to locate a shipment of firemen's hats to be used, supposedly, in connection with our fire drill. Can you beat it?

Here's another one. One of our office boys was seen on the roof waiting for the air mail.

Now that winter has gone and the nights are warm, it's about time for the boys in the ticket auditor's office to stage another snipe hunting party.

Mr. Kruckstein, ticket auditor, and Mr. Heuel, auditor of overcharge claims, attended the Railway Accounting Officers' convention in New Orleans.

Our jolly rate clerk Sherman Arpp is contemplating a trip to California. Here's hoping he makes the movies.

The old adage, "In the spring a young man's fancy, etc.," certainly must be true according to the following evidence:

Amelia Lechmann of the Typing Bureau and August Roske were united in matrimony at St. Alphonsus Church, May 3, Bernice Underwood, of the same department, being the maid of honor.

Katherine Gavin, of the Typing Bureau, received a lovely diamond ring with the usual significance.

Olga Anderson and Einer Peurell, both freight auditor employees, were married on May 5, 1930. They are spending their honeymoon at Florence, Wis. Lots and lots of luck, "Ollie."

Roy Reimers, our genial artist of the freight claims office, and wife, are in France for a two and one-half months' stay. They will reside with Mrs. Reimers' father, who is connected with the International Harvester Company at Lille. They sailed on the steamship Statendam of the Holland-American Line, May 20. Bon voyage, Roy.

Eleanor Sinkler, ex-member of the typing bureau, returned to the fold for a visit bringing her tiny son with her. If he is as popular with the girls when he is older as he is now, Eleanor will have her troubles.

Clarence Yerke, one time "Typing Bureauite" also paid us a visit.

Newspaper reporters or cameramen are overlooking good opportunities by failing to meet with members of the 500 Club of "K" Bureau in the car accountant's office at their regular monthly sessions and luncheon. Their last meeting at the home of Hattie McMurray was of unusual interest and we are sure if the newspaper reporters or cameramen knew what chances the girls of this club take in bidding while playing cards they surely would have been on the job to report and take pictures of the meeting and its expert players.

At the meeting of May 13, Flo Goodhart, after concentrating for hours, or at least a long time, bid 9 clubs and made it. Each member had the privilege of shaking hands with this famous player and a valuable prize was awarded. She will be glad to answer any questions that may be helpful in playing the game of Five Hundred.

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CHICAGO

Seattle, Wash., is evidently a popular town with the freight claims office. E. Kuehn and wife, V. Falk, and M. Kirchin, all of that office, spent their vacation there.

The freight auditor girls have organized an indoor ball team. Two of its most eager members are Min. Bloom and Katherine Buster.

Betty Werner of "C" Bureau was "showered" on the evening of May 15, in the Women's Club rooms, by a number of her friends. No open announcement has been made up to the time this was written, but we understand the nuptials will take place early in June.

H. Gerdes, of the freight claims office, will not break any more bones on his jinx stepladder as someone did him a favor and "swiped" it.

Walter Fendt, of the freight auditor's office, is recovering from a recent automobile accident.

It looks as though Marie Hotton, of Mr. Heuel's office, has missed her calling. Judging from the efficient manner in which she goes about it, she should have been a hair dresser.

Yes, Joe Buland and his buddy, Apollo, are still around to see that the Olympian pulls out on time.

During Art La Rue's recent vacation, his duties as assistant head clerk were capably handled by Wild Willie Breen, even though Bill did stumble once or twice in his frantic efforts to answer a buzz in nothing flat.

Bed Time Story

Herbie Beaver was worried. He paced up and down the green meadow with his face all wrinkled. Yes, sir, Herbie Beaver was worried. Gus Robin flew lazily overhead and inquired, "Why the long face, and the muttering? Did your mother-in-law come for another visit?"

"Worse than that, strange as that may seem. A new family of beavers have moved into this neighborhood. This morning I saw the dirt flying as they were digging."

"Beavers my eye," said Hank Owl, sleepily moving about on a branch overhead, "those weren't beavers, that was Ray Hackel and Parnel Kelly of the ticket auditor's office playing a round of golf."

"Oh, yes, they were beavers," said Herbie Beaver, "I heard them say something about a dam quite frequently."

"That is merely a golf term," explained Hank Owl. Hank is a wise owl.

Bowling Notes

During the past bowling season the freight auditor's office had a league composed of F. A. men only. The league included four teams and the money taken in was pooled. At a meeting of captains held at the end of the season, all voted in favor of having a banquet for the "boys." The pool money was used for this purpose. The big event took place April 24th at the Atlantic Hotel, where an excellent dinner was served. Throughout the meal speeches were made by the team captains and various members. After dinner all of the participants went to the theater and saw "The Street Singer."

Credit is due Mr. Ludwig who arranged the banquet, and Mr. Stevens, the president, who presided at all meetings.

Two teams of our heavy hitters entered the original Industrial Bowling Tournament held at Bensingers Congress Alleys and rolled in the team event on May 1st and the doubles and singles on May 5th. The Ticket Auditors, composed of H. Gumz, J. Burke, H. Treskett, C. Lange and H. Krumrei, shot 2,839. In the doubles, Lange and Krumrei rolled 1,221, the latter piling up a 647 series. Specht and Gumz hit the pins for a 1,191 score, which included a 631 series by the former. In the singles Lange shot 659; two cherries, spoiling a real score.

The Auditor of Station Accounts team, including J. Ciesinski, Finn, Specht, O'Shea and Peters, rolled up a 2,740 score.

In the Illinois Bowling Association Tournament, commonly known as the "State" Tournament, held in Waukegan, our representative, the Assistant Comptroller's team. Ciesinski, O'Shea, Gumz, Peters and Krumrei shot 2,800. In the doubles Ciesinski and Gumz piled up 1,206 and in the singles Krumrei rolled 648. Both these scores will pay.

The above notes on bowling will be about the last, as the tournament season is almost over, and it will be up to the readers to start something in order to keep in print so far as this building is concerned.

How about the Indoor Baseball League? We understand that a Girl's Indoor team is in training. Why not keep us informed, H. K.?

Kansas City Division

C. M. G.

CONDUCTOR J. N. BROWN was off duty one month account a severe attack of influenza; returned to the service on May 7th.

Mrs. Clyde Farley, wife of bridge carpenter, died on April 29th. Funeral services were held in Chillicothe and interment in Edgewood Cemetery on the afternoon of May 2nd. She is survived by her husband and one son.

Traveling Engineer H. R. Howard has been transferred to Mason City, Ia. Mrs. Howard and children will join Mr. Howard in the near future. We are sorry to have Mr. Howard leave our division, as well as having his family move from our city; however, we hope that they will like Mason City. E. D. Jefferson succeeded Mr. Howard on the Kansas City Division, effective May 1st.

Mrs. Clyde Dornsife and Mrs. Lola D. Smith attended the Supreme Session of the White Shrine at Columbus, Ohio, during the second week of May. Mrs. Smith, worthy high priestess of the White Shrine in Ottumwa, was sent from here as a delegate. They visited in St. Louis en route home.

Our very capable office boy, Herschel Lovelless, is now out on the division acting as time-keeper on extra gang of E. Thompson, located at Mystic. Rex McMinn has the job of office boy during the absence of Herschel.

On April 22nd a son arrived in the home of Mr. and Mrs. Harlan Perdue. Mr. Perdue is at the present time employed in the local engineering office.

Lynn Harness, who for the past several summers held the position of extra gang time-keeper on the division, is temporarily assigned to the position of assistant maintenance time-keeper in the office of the superintendent.

It is expected to install a water tank and two standpipes at Excelsior Springs so that No. 25 and 26 can take water while unloading passengers, which will be a great improvement and will be much appreciated. Also, have taken down the old ice house in Coburg Yard and expect to install an ice platform to handle ice out of cars under platform instead of through the house.

Mrs. M. P. Hannon is a patient in St. Joseph's Hospital, having undergone an operation on Monday, May 5. It is reported that she is improving very nicely and we wish her a very speedy recovery.

Mrs. Emma McCaughey, mother of Roundhouse Foreman H. L. McCaughey, West Yard, passed away at her home in Dubuque on April 28. Mr. and Mrs. McCaughey attended the funeral.

Signal Maintainer D. L. Carbaugh came to Ottumwa on Sunday, April 20, accompanied by a certain nurse, to attend a wedding at the Christian Church on the south side. Haven't

yet determined just whose wedding he attended, whether it was his own or someone else's.

On March 19th occurred the death of one of our veteran employees, Chas. Pearson, who resigned from the service on June 15, 1929; had been in the service of the company since June 8, 1888, as a trucker at the Ottumwa freight house. Funeral services were held at his home on North Wapello Street and burial in the Ottumwa Cemetery.

J. T. Farrell, O. S. & D. clerk, Ottumwa freight house, has accepted the position as assistant general chairman to E. R. Kinlay of the railway clerks on lines east of Moberge, with headquarters in Chicago. Frank Hampshire, formerly assistant cashier, succeeded Mr. Farrell as O. S. & D. clerk; former checker Carl Weems now has the position of assistant cashier; George Vandergriff promoted from assistant checker to checker, vice Carl Weems; the position of assistant checker has been assigned to Charles Toole, former night clerk, and Hugh Morrison was given the position as night clerk.

Carl Weems of the freight house is spending his two weeks' vacation at home making garden.

Mr. and Mrs. Amos Floyd celebrated their fiftieth wedding anniversary in their home at 731 West Second Street on Saturday, May 10. They were married at Coatesville in 1880. Mr. Floyd is a veteran employee, having entered the service in 1887. A one o'clock golden wedding dinner was served in their home, attended by the members of the family.

Patrol train has been established between Coburg and Moseby to handle the business originating at Birmingham crusher and to take care of the station switching at Liberty, Stockdale and Moseby, due to increase in carload shipments for the various construction companies interested in the double track project between Polo and Birmingham.

Also on account of the increasing business at Dewey Cement Company, as well as Linwood Cement Co., patrol train is again being operated between the quarries and Nahant to take care of this business.

Spur track has been installed at Elmira to accommodate the Winston Bros. and C. H. Gaylord Co., and at Lawson for the accommodation of The J. Marsch Company, both of whom are interested in the construction of the double track between Polo and Birmingham. Also, a spur track has been installed just west of Cone, Ia., capacity 17 cars, for the convenience of The Cameron Joyce Contracting Company, who has the contract in this vicinity for paving.

Because of the density of traffic, caused by the gravel trains, it was necessary to put on a second trick operator at Titus and a third trick operator at Rubio, this to expedite the movement of trains.

Presume that everyone in the office has taken note of the trainmaster's new cigarette lighter,

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17		17

which has the performance of a cider mill and resembles a car testing apparatus. So far it has worked fine and can be classed as an instantaneous lighter, as he has not as yet had to revert to matches in lighting the Lucky Strikes (in his estimation, cigarettes).

Robert Presitt has been assigned to the position of stenographer in the chief dispatcher's office, which was vacated by Miss Jerry Long, who had served in this capacity for four years. At present she is in the East visiting with relatives, including a visit in New York, Boston, Philadelphia, and a stop-over in Canada. This as a preliminary to the great event of June 18, when "Big Bill" from Salina will be the head man in the show.

Vacation time in the train dispatcher's office has commenced, Robert O. Clapp being the first to take his leave. A part of the vacation was spent visiting with the great-grandson in Minneapolis and a portion of it in Excelsior Springs, indulging in the mineral water and baths.

M. L. Fromm is doing the relief work in the train dispatcher's office during the vacation period, Lloyd Calloway relieving as first trick operator and J. E. Ruckman working the second trick.

Martha L. Browne, first trick operator at West Yard, was off duty a few days recently due to a severe cold, which affected her vocal cords and interfered with her ability to use the telephone. She was relieved by Merl Brown.

W. D. Wright, second trick operator at West Yard, enjoyed a few days' leave during April, at which time he and Mrs. Wright celebrated their thirty-sixth wedding anniversary.

Second trick operator at Sturges, L. E. Coleman, underwent a minor operation recently. Understand that at this time he is getting along very nicely. W. W. Moore relieved Mr. Coleman.

M. F. Pollard, agent at Dawn, also local chairman of O. R. T., Kansas City Division, left on May 6 to attend the O. R. T. convention in Los Angeles, Calif.

J. R. Webber relieved third trick operator J. H. Carroll at Chula for several days account illness of Mr. Carroll.

During the latter part of April H. A. Drake relieved Agent I. A. Summers at Cone, during which time Mr. Summers sojourned at Excelsior Springs, recuperating from a recent illness.

District Accounting Bureau— Tacoma R. R.

R. G. BAUGH spent his vacation, the last of April, visiting the old stamping grounds in Indiana.

Geraldine Armitage spent a weed-end visiting friends in Spokane.

Helen Amidon and the family are building a summer cottage on Horsehead Bay. Helen reports a good swimming beach, etc., that would be needed to make the summer resort complete.

Olga Grothe paid a visit to the office on April 28th. Olga is on a leave of absence regaining her health after a severe illness and has been at her home in Marmarth, N. D., recuperating.

A new driveway brings you into the shops, the official name being "Sitcum Ave.," but Mr. Mason calls it "Beach Drive" which is very appropriate when the tide is in. A lawn, few trees, golf course and tennis court are all that are needed to make it picturesque.

Mr. Harry C. Johnson is back in Tacoma after some time working at the various offices on the road. We were glad to see both Mr. and Mrs. Johnson in the office the past week.

Page Forty-four

Other checkers and traveling accountants visiting us the past month are: H. E. Moody, V. McFadden, P. S. Dunn and H. G. Selby.

Sorry to hear of the illness of Mr. Thos. Hughes in a Spokane hospital and hope to hear soon of a speedy recovery.

The garden is planted in front of the Car Department office and is showing great progress—there will soon be flowers to pick. The Wood Mill garden has a variety of tulips that merit mentioning.

Mr. Evans, fire marshal, paid us a visit the other day. Walter was all dolled up in a pair of "Golf Snickers" and accessories. Talk about class, he looked like Venus de Milo, only he had arms and golf togs. Don't know what kind of golfer Walter is, but I'll bet many a female heart starts acting up when he strolls over the course. If his golfing form is anything like his own form, Walter Hagen, Bobby Jones, etc., better start looking for new jobs.

Retires After Forty-Eight Years of Service

CHARLES KOEHN, who for forty-eight years has been in the track department on the Iowa Division, has retired and will take life easy, giving no heed to the low joints or high centers, rough spots or washouts. Charles has decided that the Milwaukee can get along without him and his services and he can get along without the regular monthly pay check which has been forthcoming for so long.

Mr. Koehn was one of the oldest foremen on the Iowa division as he commenced work in 1882 as a section laborer. He worked but two years as a laborer when he was promoted to a foreman and has held that position constantly with the exception of the time he spent as an extra gang foreman during the period of double tracking. While he has had work at some other points on the Iowa Division, most of his service has been in charge of the section at Maxwell. For a long time he has maintained the ten miles of main line with from two to four helpers, depending on weather conditions and the seasonable work. Charles was one of the best foremen on the division as was evidenced by the fact that last year he was one of the guests of honor at a turkey dinner given by the division superintendent to track foremen who had accomplished certain things in their year's work. Mr. Koehn has been a careful foreman and has instilled the spirit of Safety First in his helpers at all times so that there are comparatively few personal injuries charged to his section during the forty-six years he has been a foreman.

Mr. Koehn had hoped to round out a half century of service for the Milwaukee before he retired, but his health has not been the best for some time and he figured he could enjoy life better and longer to retire at this time. Charles is to be congratulated upon the fine record he made.

Wisconsin Valley Division Notes

Through an oversight the following item has been delayed in appearing in our column, which fact we regret exceedingly.

Fire recently destroyed the interior and contents of the home of Russ Hanson at Merrill. The origin of the fire is not known as the family was away during the time, but it is thought that it might be due to a defective electrical connection.

Theodore Stainbrook secured the position as section foreman on section A-1 at Mather. This position has been closed during the winter months and reopened for the summer season.

The Misses Norma and Carmen Atkinson spent their spring vacation visiting with relatives at Milwaukee.

Mrs. E. B. Stoddard and niece, Dorothy Dexter, visited with friends at Mauston, over the week-end. Dorothy says she gathered 350 eggs in one day and is busy getting ready for the Easter Bunny.

Nancy May, born to Mr. and Mrs. Clair Held on March 12th. Grandpa Held says she is the best baby there ever was and is very persistent in claiming that it is due to being out in the rain that made his hat shrink several sizes.

Dubuque Division

E. L. S.

MRS. GEO. WACKER, wife of B. & B. foreman, Geo. Wacker, passed away at Mercy Hospital on April 20th, after a long illness extending over many months. Funeral services were held at St. Peter's Lutheran Church, Dubuque, of which she was a faithful member, on April 22nd, and interment was made in Prairie du Chien cemetery. Heartfelt sympathy is extended to her husband and other relatives of the family.

Wm. Reilly, B. & B. foreman, Dubuque Shops, has been appointed general foreman of a concrete crew to work in Northern and Middle District and west part of Iowa Division. Chas. Stuart will take charge of the crew at Dubuque Shops terminal.

We were glad to see and shake hands with Leonard Adams on May 8th when he dropped in to see us on an annual visit he makes to Dubuque. He was formerly a clerk in the superintendent's office here, and now holds a Government position at Minneapolis.

Geo. Snyder, who has been ill mostly all winter, has now recovered and is again paint foreman of a paint crew employed on the Cascade Line at present. Mr. Synder says he is getting stronger every day.

Paul Schultz and Roy Cheny, B. & B. carpenters, will soon start out on regular bridge inspection with Mr. Tornes, general supervisor of bridges and buildings.

A force reduction of one clerk in superintendent's office was effective May 1st. R. H. Koppes was laid off but is working as a time-keeper for Section Foreman Matt Duehr temporarily.

Waukon Line train service is now running on summer schedule since May 1st, and W. W. Graham has been assigned to the position as conductor on these trains.

C. A. Bemler of Cedar Falls called at superintendent's office the fore part of May. He is the same cheerful person that he always was.

Mrs. Geo. Wiegand, wife of Engineer Geo. Wiegand, who suffered a broken leg some time ago, is now confined to a hospital at Iowa City. We hear that she is getting along "slow but sure," and hope that she will soon be able to be back home again all well and strong.

Some of us have had a "squint" at the plans of the new consolidated office building which is to be erected at Dubuque Shops in the near future, but it is not yet known just when the building will be erected at this time.

Mr. Henry Blankenberg, a shop employee at Dubuque Shops, who was ill at his home for some time, passed away during the fore part of May. The Magazine extends sympathy to his bereaved family.

Dubuque Freight Office and Freight House

AFTER a season of hard bowling and keen competition, the K. C. O. N. bowling team of the Milwaukee Freight House, Dubuque, ended the first half of the season tied for top place and the last half of the season champions, being the only team in the railroad league to be in top place for both seasons.

The members of this team are: Dorrance Jaeger, captain, Roland Ralston, John Imhoff, Emil Georgen, William Schwartz, Frank Schwartz and Jay Brady. The captain wishes to thank every member of the team for their services and ability.

The Milwaukee Freight House of Dubuque will now enter one of the fastest baseball teams into the field, and will have some of the best players of the city, such as Myron Newman, Frank Duffy, Jay Brady and Frank Whelan, Roland Ralston, Harold Shea and many others. **BOOST THE TEAM AND BOOST THE MILWAUKEE RAILROAD!**

La Crosse Division Items

Eileen

OUR MIKE, although he has no steed, is like the Royal N. W. Mounted Police—he always gets his man. The capture of the desperado who absconded with a suit of clothes belonging to the clerk of the court, and who was a walking arsenal with many aliases and innumerable disguises, was fraught with much danger, and although there was no snow on the ground, our Mike unerringly tracked him to his lair, thereby entitling himself to a prominent place in the Hall of Fame.

On the La Crosse Division we have been lengthening out the sections, equalizing them, which has resulted in the elimination of nine sections, five on the west end and four on the east end. We also have a maintenance gang of 75 men under Foreman J. H. Theder, working at Oconomowoc, surfacing and putting in ties, and improving our road in that vicinity.

Agent A. D. Finegan, who is also local chairman of the O. R. T., with Mrs. Finegan has started on a trip to California to attend the O. R. T. convention. They are going to many points of interest, including Agua Caliente.

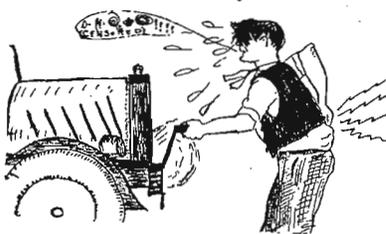
Switchman John Rogowski of La Crosse has been taken to Hot Springs for treatments. We are sorry to hear of his ill health and hope that he will be able to be back with us soon.

Trainmaster Whalen has returned from Lansing, Iowa, where he attended the celebration of the golden wedding anniversary of his parents. By the way, Mr. Whalen, Sr., is also an employee of the Milwaukee Road.

Noticed the alarm clock on Scoop's desk? Yes? Well, don't go away with the wrong impression. It's only to help him keep in touch with the situation.

Mr. B. F. Hovel, operator at Portage Junction, is in line for special commendation. On May 1st he noticed fire flying under the observation car on No. 15 and notified the dispatcher so the car could be set out. He also noticed a car of stone moving in No. 63 which had the load badly shifted, and notified the yard so the car could be set out at Portage. If these cars had been permitted to continue in these trains we would no doubt have had serious accidents, and his handling of these cases is very much appreciated.

In the distance we perceive a sudden glow, an iridescent flash, the glint of a giant rainbow and a sound of sweet music comes to our ears. Truly, our bewildered senses seem to say, Elijah, who was wafted from the earth to his heavenly home in a chariot of fire, has again returned with renewed splendor. The vision enlarges, grows closer, the music swells with intensified beauty. Surely our eyes deceive us. It cannot be. Yes, it is A. M. K., with his new Erskine and as he dwindles in the dust his melodious voice is carried back on the breeze as he hums "The bird they call Piccolo Pete."



There was much property damage and some loss of life as the result of a cyclone which struck Westby on the Viroqua Line about May 5th. The loss will probably mount into the thousands of dollars. It also took the roofs off some of the horse sheds at Camp McCoy.

Rip Van Wie, while officiating as chief bridge dispatcher at La Crosse a while ago, was badly crowded with a nearby forest fire. Rip, however, followed his former training and stuck bravely to his post.

Brakeman Paul A. Hartley, La Crosse, was fatally injured on May 8th, when he lost control of his car and it crashed over an embankment. His many friends along the division are very sorry to hear of this.

Mr. and Mrs. Chester Berger have announced the birth of a daughter.

Much interest has been evinced in the new baseball diamond being fixed up west of the depot building at Portage. Money was raised by popular subscription to pay part of the expenses and the men from the offices have been donating their time and energy to the cause. Art Reifentuhl did the engineering work in connection with it. The diamond is of regulation size and when completed will be an improvement on the property as well as a source of pleasure to baseball fans. These sons of toil have spent the last few days hauling clay for surfacing the infield. It being understood that the truck driver does not have to shovel, that job is at a premium, and Capron has held it successfully. It does have its drawbacks, however, and below you see Cappie getting his workout in a manner hardly subscribed to by leading athletes. Let me see, believe it was about 120 in the shade the day this happened.

Milwaukee R. R. Women's Club

(Continued from page 21)

Des Moines Chapter

J. McG., Historian

ON the evening of May 2nd the Des Moines Chapter of the Milwaukee Women's Club held their regular monthly meeting in the club room, 6th and Cherry Streets. Mrs. L. L. McGovern, president, presiding. The meeting was attended by a goodly number of members and several guests.

A number of new business items relating to welfare work were brought before the meeting. Our president announced that the treasury is getting low and would be pleased to have suggestions from members on how same may be replenished. Hope you are all remembering to save your old magazines and papers; a considerable number have already been forwarded to the club rooms; any one who has no means of delivering their magazines to the rooms, call on Mrs. McGovern and she will arrange to have them taken care of.

Due to the illness of Mrs. Finnicum's mother, the card party scheduled for March 15th was postponed and will be held the evening of May 17th. To those members who were not in attendance at the last meeting, we take this means of notifying them that the club will hold no more monthly meetings during the summer months. The next regular meeting to be held the first Friday of September, to which all Milwaukee employees are cordially invited. It was suggested by several members that the club hold a pot-luck supper at one of our parks during the summer. It sounds inviting and would be a means of getting our people together and keeping up their interests in club work. Look forward to this event. Special effort will be made to notify everyone.

After the business meeting had adjourned the following program was rendered:

Piano SoloKathleen McGovern
Xylophone SelectionsRollie Chinn
Accompanied by his mother
DanceMarie Davidsaver

Song Selections...Bob Berman and Chuck Elder
We certainly thank the children for their efforts and hope they will not tire of our demands on their kindness. A program seems to make a real party out of our meetings. Wish

Why Wait? Get it Now!

It is better to have it when you need it, than to need it and not have it.

Why not insure your earning power with an income, before you are *sick* or *hurt* and can't get it?

Think it over. You cannot do much with the small monthly premium while working, but *you* or *yours* can do something with \$1000 or a monthly income which the small monthly premium pays for when *sick* or *hurt* and unable to work.

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every one would look forward to them as such. At the close of the program, refreshments were served by the Social committee.

Kansas City Chapter

Mrs. W. B. Jackson, Historian

OUR club met on April 3rd with a good attendance; all officers present except Mutual Help chairman. Splendid reports were given by the various chairmen. Several cases were taken care of during the month of March as there was considerable sickness among employees.

On Wednesday, April 2nd, Mrs. Elizabeth Hackett, age 86 years, passed away after a lingering illness of many months. Mrs. Hackett was our oldest member and was beloved by all and will be greatly missed by her many friends. Her gentle, pleasing personality won for her our great esteem and admiration and we deeply regret the loss of such a splendid Christian woman from our chapter.

Our president, Mrs. E. R. Morrison, entertained the chapter with a card party on Thursday, April 17th. There were pretty table prizes and several useful grand prizes given. Very dainty refreshments were served and the sum of \$33 realized for the club. About forty ladies were present and all report having had a delightful time and extend appreciation to Mrs. Morrison for being so splendidly entertained.

There will be a card party in May at the home of Mrs. Sam Shoop. In June we will have our annual covered-dish luncheon and at this time the club will adjourn for the summer.

Our president will leave in June for Millona Lake, Minn., where she will spend the summer.

Mobridge Chapter

Dora Anderson, Historian

MOBRIDGE CHAPTER met in regular session on Monday evening, March 24th, with a fine attendance, our president, Mrs. W. P. Moran, presiding in her usual pleasing way.

Reports from the various committees were read telling of the good work that had been accomplished. Mrs. Martin Walsh, chairman of the mutual benefit committee, reported that they had tied and made two comforters for needy families and that groceries had been provided for four families during the past month.

We want to thank the doctors of the Mobridge Clinic for donating their services in caring for a member of our Milwaukee family who has been ill at the Mobridge hospital. Acts of kindness like this are truly appreciated.

We were all enthusiastically looking forward to a visit from our acting president-general, Mrs. Carpenter Kendall, and our secretary-general, Miss Etta Lindskog, on April 11th, but were disappointed to receive word that they were unable to come at this time on account of illness.

It was decided that we make our April meeting a "Guest Day" meeting and that invitations be extended to the members of the Miles City and the Marmarth Chapters to be present with us at this time, thereby creating a feeling of good fellowship among all members of our Milwaukee clubs.

Something novel in the way of entertainment was furnished in the nature of a songs-title contest, Mrs. Harville at the piano playing choruses from old favorites, prizes being awarded to Mrs. Schneider, Mrs. Winship and Mrs. Beaver.

We were glad to have with us at this time Miss Faye Rinderneck and Miss Edna Wakefield of the Northern Power & Light Company, who gave a demonstration of some of their Safety First methods. Miss Stell Sorum talked in behalf of the Girl Scout organization, asking

our club to sponsor this movement, but nothing definite was decided at this time.

Refreshments were served by Mrs. Arivdson, Mrs. Baxter, Mrs. Benz and Mrs. Bootz.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH CHAPTER met on Thursday afternoon, April 24th, in the club house. The Ways and Means Committee reported \$3.00 had been received from the rental of the club house. The members were quite happy that there had not been need of relief among our Milwaukee family. Several persons who were ill had been remembered by a call, a card or baked food. It was decided to divide the membership into four groups, each to give a party or entertainment for a social time and raise funds for the use of the club. A number of articles of furnishings for the club house had been received and others are expected soon, which will add greatly to its comfort and convenience. It was decided to use \$10.00 now in the purchase of new books for the library and use the remaining \$15.00 which had been voted for that purpose at a later date. There was a large attendance and after the business session a piano solo by Miss Rosemary Freisch was greatly enjoyed. A nice lunch was served by the Mesdames Bott, Richey and Leo Rushford.

Our club house and premises will soon be one of the "shining spots" of beauty in Marmarth. The grounds have recently been filled in and the lawn is seeded. This week lovely ten-foot trees were planted and we understand flower beds are soon to be made and as our club house was painted only a short time ago, we are already getting all "puffed up" and want to tell the world: "Be sure and take a peep behind the depot" when traveling through Marmarth, or better still, be here on the last Thursday of the month and meet with one of the best little chapters on the Milwaukee—or at least we think so. We have already been informed by our secretary-general that we had already qualified in March for the \$15.00 prize offered to clubs that equal their membership by May 31st of that of December 31, 1929. Can you beat it?

Our chapter received an invitation from Mobridge Chapter and on Monday, April 30th, several of our members, including our president, Mrs. Moxness, joined the Miles City ladies in celebrating "Guest Day." Mobridge is to be congratulated on their splendid corps of officers as well as their beautifully furnished club house, and the ladies there are very proud of it and their chapter, and the local representatives returned home with renewed enthusiasm. All report a happy time and an instructive and enjoyable meeting. Let's keep "The Bells of Harmony Ringing" for a bigger and better club year and do our part to help in helping others.

Terre Haute Chapter

Alice M. Church, Historian

THE April meeting of the Terre Haute Chapter was an especially interesting one, there being about 85 members and their families present to enjoy the Jiggs supper and entertainment following the business meeting. To say that everybody enjoyed themselves is putting it mildly, and if we continue to have such a large crowd we will have to build an addition to the club rooms.

Our chapter is still doing quite a bit of relief work, having spent \$48.51 during the month for three cases. The Sunshine committee reported nine calls and one plant sent during the month. Several new members were reported by the Membership committee and

several members were present who had not been at our meetings before.

Correspondence was read from the secretary-general stating that charters for organizations holding meetings in our club rooms should not be allowed to hang on the walls of the club room only during their meetings.

Our May meeting will be an all-day meeting on May 15th. This is being held especially for our West Clinton members, as they are unable to attend our evening meetings. A lunch will be served at noon and we hope that several of our West Clinton members will attend.

Following the meeting the Program committee presented Messrs. Purcell, Targett, and Clark in a negro skit which was well received, and several dance numbers were given by Mary Martha Bratton and Dixie Frazier, accompanied by Evelyn Church.

St. Maries Chapter

Mrs. Charles Leonard, Historian

THE regular meeting was held in the club house April 21 with about 20 members present, and our president, Mrs. Mickelson, presiding. Two weeks before, the club held a special meeting for Miss Lindskog and we surely enjoy her visits and regret that Mrs. Kendall could not make suitable arrangements so that she could have made the trip with Miss Lindskog to St. Maries. Miss Lindskog had many things to tell us about the work the clubs are doing; what progress they are making and hopes this year will be a banner year and no doubt will be with the fine start the clubs have. The increase in membership is an outstanding feature this year for every club to be interested in as each club has a chance to win a \$15.00 prize, and our membership committee is working hard and no doubt will be the winner of one of the prizes offered, as our membership list is almost up to requirements. Our president asked Mr. W. E. Smith, in view of local interests, to give a talk on "Safety First." His talk was constructive, helpful and very well given, pointing out the many ways that "Safety First" could be developed and carried on in the homes. We hope to hear Mr. Smith again. The club plans to have another public card party to be held at Odd Fellows' Hall, the evening of May 5th for all employees. A good time is looked forward to.

Mr. and Mrs. Fred Turner gave a very generous donation of \$5.00 to help carry on our club work, which was placed in the relief fund. We were grateful for this. Our next meeting will be held May 19th.

Union Station Chapter

Mrs. O. P. Barry, Historian

THE April meeting of the Union Station Chapter was preceded by the usual dinner in Harvey's restaurant, after which the meeting was called to order by Mrs. J. L. Brown, president, and followed by bridge.

Mrs. C. H. Dietrich very graciously accepted the chairmanship of the Ways and Means Committee made vacant by the resignation of Mrs. J. C. Ellington.

April 25, 1930, is the date set for the Fourth Annual Gallatin Gateway Ball to be given by the Fullerton Avenue and Union Station Chapters in the grand ballroom of the Medinah Athletic club. There will be tables of bridge and five hundred for those who do not care to dance.

Our Librarian, Miss Ruth Barrington, reports that a number of new books have been purchased and extends an invitation to both the voting and contributing members of the Milwaukee Women's Club to visit the library, which is open between the hours of twelve and one p. m. on Mondays, Wednesdays, Thursdays and Saturdays.

Illinois Division

M. J. S.

DEEPEST sympathy is extended to the family of Engineer Wm. Salisbury on account of his sudden death, at his home in Elgin, May 9, due to heart failure. He was a faithful employe of the company for over 50 years. He was 85 years of age and in active service at the time of his death. Funeral services were held at Norris Chapel, Elgin, Sunday, May 11, with interment at McHenry, Ill. cemetery.

Conductor M. C. Simons, another "Old Faithful" of the Milwaukee, died at his home at Elgin, April 16, following a siege of illness. He is survived by an only daughter, Helen. His wife preceded him in death a few years ago. Mr. Simons was a cousin of Engineer Wallace Wolfe and Operator Sherm Correll of Savanna. Funeral services were largely attended at Elgin, April 19, with interment in the Elgin cemetery. Deepest sympathy is extended by the many friends and co-workers of the deceased, to those who are left to mourn his passing.

Deepest sympathy is extended to Brakeman Philip L. Smith on account of the sadness he has been called upon to bear in the death of his wife, which occurred May 1, at the Savanna City Hospital, following the birth of a daughter. Funeral services were largely attended at the M. E. Church at Savanna, Sunday, May 3. Brakeman Smith and an infant daughter, Grace Esther, are left to mourn, besides other immediate relatives, and many friends.

We learn with regret the death of Mrs. J. Q. Adams, wife of deceased Conductor and Brakeman J. Q. Adams. Funeral services were held April 21, with interment in Woodlawn Cemetery at Chicago. A daughter, Miss Jessie Adams, is left to mourn her death. Conductor C. A. Altenbern and family of Savanna, relatives of the deceased, attended the funeral rites. Sympathy is extended.

The sympathy of co-workers and friends is extended to Conductor W. E. Confare and daughter, on account of the death of Mrs. Confare, which occurred at St. Anthony's Hospital at Elgin, April 25.

Conductor Geo. Andrews, wife and daughter, Virginia, attended the funeral of Mrs. Kate Andrews, mother of Conductor Andrews, held at Clinton, Iowa, recently. Deepest sympathy is extended.

Bill Clerk C. E. Gross, Jr., and wife, returned from Rockford, where they attended the funeral of Mr. Gross' uncle, Wm. H. Gross, who was 79 years of age and for many years employed in the Freight Department of the C. & N. W. R.R. at Rockford. Sympathy is extended.

Mrs. Jas. Sites and brother, Joe Doll, wife and brother-in-law of Fireman James Sites, were quite seriously injured in a recent auto collision, at the foot of Weidman's Hill on the Mt. Carroll Road near Savanna, and are still in the City Hospital. There were three occupants in one car and two in the other. Joe Doll, the well known boxer, sustained a broken nose in the accident, which is a second time for this to happen, and he believes he cannot again enter the ring. Mrs. Sites was the most seriously injured and it will be sometime before she may be released from the hospital.

Tuesday, April 29, joint courtesies were extended to Chief Clerk and Mrs. J. S. Tigerman of Savanna, when the official force of the superintendent's office tendered a farewell banquet to Mr. Tigerman in the Gydeson dining room, and the office girls and wives of the men of the office entertained at a bridge party in the Milwaukee Women's Club rooms, for Mrs. Tigerman. A beautiful traveling bag was presented to Mr. Tigerman from the men, and a pretty wall plaque "Spring Song" given to Mrs.

Tigerman from the ladies. Mr. Tigerman is going into the dray business at Kansas City as his new venture, and the best of wishes for the future success and happiness is extended to "Jim and Hazel" from the Savanna bunch.

In the consolidation of the C. M. & G. and Illinois Division, we lost our C. M. & G. force in the Savanna office. We miss those faces each morning, and must now go to the freight office to find them.

The temporary changes in the superintendent's office at Savanna are as follows: Former Division Accountant R. E. Thoren, chief clerk; Former Assistant Accountant C. H. Plattenberger, division accountant; Former C. M. & G. Accountant J. E. Cassell, assistant accountant, Illinois Division.

The position of clerk in the chief carpenter's office at Savanna has been taken off, and former Clerk Lloyd Heisler is now working at Savanna yard office.

Tri-City Terminal News

The sympathy of the entire force at Nahant is extended to Boilermaker Helper Edw. R. Martens, in the loss of his mother, which occurred last month.

We understand that the girls are having an awful time keeping track of Carroll Richardson since he has gone switching. They miss you on the night job, Carroll.

We all expect to see Engineer Ernie Johnson back on the job by the time this issue of the Magazine is printed.

If in need of a good barber, inquire of Storekeeper F. L. Brenton.

The stone train is again working out of Nahant on the West End, and old familiar faces will again be seen around the roundhouse this summer.

There are two gravel trains also working on the West End and tying up at Nahant, which will last for a period of 30 days or more.

Stationary Fireman John Wyatt has gone to Excelsior Springs for his health. We are all looking for you to return soon, John.

Supplyman Joseph P. Gates is back on the job again after his regular winter trip to California.

The enginemen and roundhouse employes at Nahant are very proud of their newly remodeled wash and dressing room, also of their new steel lockers. It certainly is a big improvement over the old rooms.

Motoring on the Milwaukee

Up and Down Hill on the Rocky

Mountain Division

Nora B. Decco

SINCE all the older ring crews especially on the East End have gone into the "movies" lots of new faces around the terminal, but more about that later. When you think there is nothing new left to do or see under the sun though, just let me tip you off that when the Picture—The Record Run—or whatever the name of it will be by the time it gets around so we can look at it as a "picture" comes to town, well you will see something new all right then, and they loved their job too, at that, in other words work was play for once, and getting in your miles, in a few weeks showing the world how you would do it if you were the "hero" isn't as bad as cleaning up the "earthquake" even if it was all in the same locality.

Mrs. Sam Haffner, wife of Fireman Haffner, has returned home from a visit with friends and relatives in Oklahoma.

Fireman Pink Simms on the Butte helper has another story which will be in an early issue

of the Blue Book. Wonder how he does it. We offer our congratulations and are green with envy.

Brakeman W. A. Carlson and family have returned home from a two weeks' visit with relatives in and around Kansas City. They report a very nice trip. Brakeman Sam Brand and family occupied their house while they were away.

Engineer Jorgenson who has been laying off on account of ill health for a number of months now has gone east to visit his son Harold who is at present in Pittsburgh in hopes of finding that the change in climate may benefit him. We all hope this will help. Mrs. Jorgenson will follow him a little later on and visit with their son also.

We are very glad to welcome Operator Marshall back to work on this division. Mr. Marshall has been under the care of a doctor at Fort Harrison since early in the winter and he looks as if he was feeling fine again, he is working at Lombard while Operator Monthy is taking a few weeks lay off.

Dr. Dimon who has been quite ill in the Murray hospital is out again and back to the local hospital.

Mrs. A. E. Workman has gone to visit with friends and relatives for a few weeks in Wisconsin and Illinois.

Conductor Earl Wilson and wife have moved back to Three Forks from Deer Lodge again, after a few months on Conductor Roger's run on passenger, Earl is now going to settle down on the East End—until the park season opens, maybe. Conductor Rogers has returned from California where he has been for about five months.

Engineer Lieb and wife have returned from a short trip to Seattle to see how their son Dr. Charlie is getting along.

Conductor Buyers who has been on the West local for a few weeks has gone over to the East End on through freight for a while. He didn't get there in time to get into the movie colony at Lombard, but a lot of others didn't either, still we may get a reputation and lots of movies come our way, let's hope so.

Engineer McCormick and family expect to leave soon for a visit in Wisconsin with old friends and relatives, their daughter will graduate this spring and they will include this in the trip also.

While we are on the subject of sweet girl graduates, the young daughter of Engineer and Mrs. Wm. Thompson will also graduate this spring at Flint, Mich., and will then return home to be with her parents here.

An old colored man was burning grass when a "wise guy" stopped and said: "You're foolish to do that, Uncle Eb; it will make the meadow as black as you are."

"Don't worry 'bout dat, suh," responded Uncle Eb. "Dat grass will grow out an' be as green as you is."—Montreal Star.

"He proposed to me under the influence of the moonlight."

"Are you sure, dear, it wasn't the influence of the moonshine?"—Florida Times-Union.

Little Albert came home from school with a new book under his arm. "It's a prize, Mother," he said. "A prize? What for, dear?" "For natural history. Teacher asked me how many legs an ostrich had and I said three." "But an ostrich has two legs." "I know that now, Mother, but the rest of the class said four; so I was nearest."—Boston Transcript.

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 Rent by Week or Month—Electric-lighted furnished cottages, from \$10 to \$30 per week, as to size. On a beautiful sand bottom lake on the Superior Division of the Milwaukee. Safe bathing beach for the kids. Store in connection. In the heart of Northern Wisconsin pines. Patronize a fellow employe. Pike, bass and pickerel abound. For descriptive folder and reservation date write—R. Maguire, 740 34th St., Milwaukee, Wis., Engr. Mil. Terminal Div., C. M. St. P. & P.

For Sale Cheap—Boston Terrier female puppies. Good markings and color. All papers for registration. Price, \$15.00. F. J. Jiran, Groton, S. D.

For Sale—Remington Typewriter, in good condition, \$20. Write C. E. Buzzell, Agent, Leaf River, Ill.

For Sale—6 grave section, located at Wisconsin Memorial Park, Milwaukee, Wis. America's finest Burial Estate, no tombstones or mounds, nothing gruesome, perpetual care included, for particulars see Frank F. Steiner, 64 38th St., Milwaukee, Wis.

For Sale—Choice, improved 50-foot lot, located a short walking distance from C. M. St. P. & P. railroad station at Bartlett, Ill. Property is situated in a new subdivision, where a number of Milwaukee Road employes reside, and where convenient and excellent living conditions prevail. A modern home can be erected at low cost and paid for in small monthly payments. Values are increasing and an immediate purchase will afford a considerable saving. Communicate with A. D. Gove, care Auditor of Overcharge Claims, Chicago, Ill.

Pedigreed and registered Chinchillas all ages. HIGH QUALITY STOCK. Mink for fall delivery. D. C. Jorgenson, Agent, Chester, Iowa.

For Sale—Boudoir, table, radio and floor lamps, with or without shades, cigar humidors, cigarette humidors, all made from Montana Red Cedar. C. C. Field, 804 California Avenue, Deer Lodge, Mont.

For Sale—\$145.00 silver-finished, gold bell saxophone; good as new, for \$100.00. Cash or good note. D. A. Kemerling, Section Foreman, Rapid City, S. D.

For Sale—Cottage in heart of deer country, good muskie fishing. Located on Clam Lake on STH. 77. Three car garage, fireplace. \$600 cash. Terms if desired. M. E. Millard, 627 Leubner St., Wausau, Wis.

For Sale—Young Chinchilla rabbits of very good color and of very good stock, 50c each. Mr. William Spital, 4032 32nd Ave. S., Minneapolis, Minn.

For Sale—Nearly new, modern five-room house, in new residential section. Hardwood floors, tile bath and built-in shower, tile kitchen drain boards. Wired for electric range. Full concrete basement. Gravel driveway in rear. Garage in basement. \$4,500.00. Terms. Mrs. C. E. Wood, 3825 North 8th St. Phone Proctor 2858-J, Tacoma, Wash.

For Sale—Adams Motor Car in good condition. What have you to trade or will take \$50.00 cash or note. Railroad gave me a car, reason for selling. A. M. Groetsch, agent, C. M. St. P. & P. R. R., Trevine, Wis. P. O. Box 74, Nelson, Wis.

For Sale—Winchester shot gun, repeating (pump), single barrel, Model 12-12 gauge. With case, ammunition, cleaning accessories—practically new—only used once. \$40.00 cash. Harry F. Dell, Local Storekeeper, Stores Department, C. M. St. P. & P., Wausau, Wis.

For Sale—Baby Chicks from my Winter Laying pure Tancred Strain White Leghorns. Sired by pedigreed cockerels from dams not less than 248-eggs in pullet year. Price for April, May and June, only \$10.00 per 100. L. V. Olson, R. F. D. 6, Austin, Minn.

For Sale—No. 5 Woodstock typewriter, used very little; like new; \$65.00. Write H. B. Held, Passenger Station, Green Bay, Wis.

For Sale or Trade—396 sq. ft. burial plot in beautiful Elm Lawn Cemetery, Elmhurst, Illinois. For particulars, write Wm. R. Donegan, 861 1/2 National Ave., Milwaukee, Wis.

For Sale—1929 4-door Nash Special Sedan; 400 series twin ignition; A No. 1 shape mechanically; \$900.00; run about 3,500 miles. O. A. Laugen, Route 1, Preston, Minn., care of Isinours Station.

For Sale—A No-Knot Tow Rope; patented and made by a Milwaukee employe at Bensenville, Ill. Special rates to employes. Write P. H. Potter, Bensenville, Ill.

For Sale—5-Room Cottage, located at 1328 35th St., Milwaukee, Wis. Price, \$3,800.00 for quick sale, to settle an estate. For particulars, communicate with Frank F. Steiner, 64 38th St., Milwaukee, Wis.

For Sale—Cockerels: S. C. White Leghorns, from the famous Tancred and Hanson large egg strains. Hatched in February and are in a very extraordinarily healthy condition. Will ship about June 1st at \$1.75 each. Orders booked at one-third down. J. H. Barrett, Othello, Wash.

For Sale or Trade—A ten-acre tract of fruit land located in sunny Alabama. Eight acres of this ten-acre tract were cleared and planted to fruit, six to grapes and two acres to peaches and pears. The land cost me to clear and plant \$250.00 per acre, but as the land has been neglected for years, we will sell for the bare value of the land, \$50.00 per acre, or trade for Wisconsin property of equal value. Write Neal Gregory, 347 24th St., Milwaukee, Wis.

For Sale—A lovely home—7 rooms with bath and pantry; modern; 5 acres of land; family orchard of cherries, pears, peaches and apples, besides some small fruit. A beautiful view of lake and mountains, \$7,500—terms. Mrs. A. I. Thompson, Liberty Lake, Wash., Box 45.

For Sale—Large two-burner, 1,000-watt unit electric plate, suitable for average kitchen service. Reasonably priced. For further particulars write L. G. Atkinson, Superintendent's Office, Wausau, Wis.

For Sale—40-acre farm, 10 miles north of Cedar Rapids; gently rolling land, buildings in good shape. Ideal spot for small farm. Reason for selling, getting tired of milking cows. Apply Herb Klersey, Cedar Rapids.

For Sale—40 acres of good hardwood land, within 1/4 mile of R. R. shops and village of Channing, on Milwaukee R. R. Three-fourths clear, new 6-room house, full basement; modern, with lights, furnace, cistern, 3 large chicken coops (1 tile), 2-stall garage, barn. On good road, 1/2 mile to high school. Terms or cash. Selling on account of poor health. Make good chicken or fur farm. Cyril A. Mogan, Box 125, Channing, Mich.

For Sale—Six lots, six-room modern house, clothes closets, pantry, concrete basement, lovely shade trees and lawn, chicken house, barn, etc. This is an ideal place for chickens and truck gardening. Two railroads, high school and good grade school. Price, \$3,500—terms if desired. Reason for selling—want to get a larger place. Chas. H. Poff, Box 855, Manhattan, Montana.

For Sale—A well kept farm of 160 acres with 140 acres under cultivation, balance timber. Good barn with stone basement; Kalamazoo tile silo, 12x35; good granary, corn crib, machine shed, hog house, chicken house; good 11-room house; best of water. Windmill and gas engine attached to pump. Farm well fenced; 1 1/2 miles to P. O., with R. F. D. running past farm; 4 miles to railway station. Good school adjoining farm. One of the best farms in Adams County, in a splendid state of cultivation and all buildings well kept up. If interested, write for price and further information. W. J. Sullivan, 160 12th Ave., S., Wisconsin Rapids, Wisconsin.

TREATS 'EM ROUGH

And this department has just heard of the world's most inconsiderate gangster. He takes his victims for a ride in a rumble seat.—Judge.

"I am a woman of few words," announced the haughty mistress to the new maid. "If I beckon with my finger, that means come."

Page Forty-eight

"Suits me, mum," replied the girl. "I'm a woman of few words myself. If I shake my head, that means I ain't comin'."—Sidmouth Observer.

A minister, substituting for a friend in a remote country parish, was greatly surprised on observing the old verger, who had been collecting the offertory, quietly abstract a fifty-cent

piece before presenting the plate at the altar rail. After the service he called the old man into the vestry and told him with some emotion that his crime had been discovered. The old verger looked puzzled for a moment. Then a sudden light dawned on him. "Why, sir, you don't mean that old half-dollar of mine? I've led off with that for the last fifteen years!"—American Mutual Magazine.

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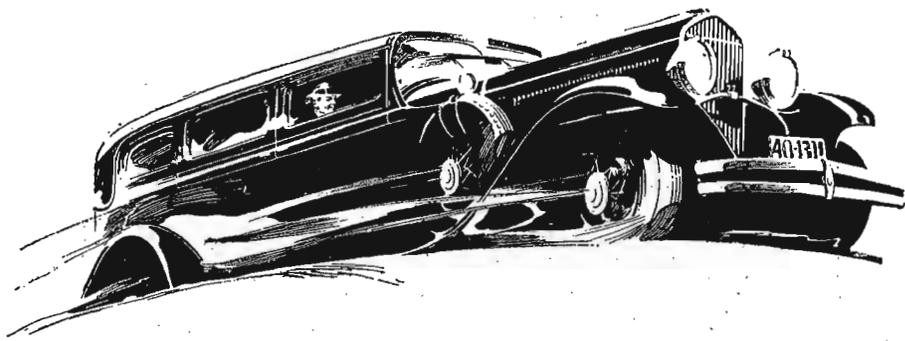
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JAMES C. COLGATE	James B. Colgate & Company
ALFRED A. COOK	Cook, Nathan & Lehman
ARTHUR J. CUMNOCK	Catlin & Company, Inc.
WILLIAM F. CUTLER	American Brake Shoe & Fdy. Co.
HARRY P. DAVISON	J. P. Morgan & Company
ROBERT W. DE FOREST	De Forest Brothers
GEORGE DOUBLEDAY	Ingersoll-Rand Company
RUSSELL H. DUNHAM	Hercules Powder Company
SAMUEL H. FISHER	New York
JOHN A. GARVER	Shearman & Sterling
ARTEMUS L. GATES	President
HARVEY D. GIBSON	Chairman, Executive Committee
CHARLES HAYDEN	Hayden, Stone & Company
F. N. HOFFSTOT	Pressed Steel Car Company
WALTER JENNINGS	New York
DARWIN P. KINGSLEY	New York Life Insurance Co.
EDWARD E. LOOMIS	Lehigh Valley Railroad Co.
ROBERT A. LOVETT	Brown Brothers & Company
HOWARD W. MAXWELL	Atlas Portland Cement Company
EDWARD S. MOORE	New York
GRAYSON M.-P. MURPHY	G. M.-P. Murphy & Company
HARRY T. PETERS	New York
DEAN SAGE	Zabriskie, Sage, Gray & Todd
LOUIS STEWART, SR.	New York
VANDERBILT WEBB	Murray, Aldrich & Webb

100 BROADWAY
40TH STREET AND MADISON AVENUE
57TH STREET AND FIFTH AVENUE

EFFICIENT *T* RANSPORTATION EVERY DAY OF THE YEAR



MODERN transportation has three commandments; first, safety; second, comfort; third, being able to make time. These commandments apply to automobiles as well as to railroads and airplanes, and every Chrysler Motors product—from the highest-priced to the lowest-priced—is designed to keep them.

The utmost in safety can be assured only by *uniformly high quality*. A large group of research experts is employed by Chrysler Motors to the end that this will be attained by every car on the list. Maximum of comfort, too, is one of the aims of their research. These experts continually are seeking new materials, designs and methods of auto-

mobile engineering and manufacturing. Hundreds of other men constantly are using harsh and drastic tests—checking and re-checking every part that goes into any Chrysler Motors product to assure that it will uphold the integrity implied by *Chrysler Standardized Quality*.

And as to being on time!—if you like to “wheel ‘em” over the bad stretches or “let ‘er roll” on the smoothest highway, you’ll find these cars quiet; seemingly without haste; eager to go at every touch of the throttle; agile in traffic—and on time with a maximum of safety! There’s swift, sure, efficient transportation every day of the year in any Chrysler Motors product.



All branches on the same tree; all growing out of the Chrysler root principle of Standardized Quality

CHRYSLER MOTORS

CHRYSLER IMPERIAL • CHRYSLER “77” • CHRYSLER “70”
CHRYSLER “66” • NEW CHRYSLER SIX • DODGE BROTHERS
SIXES AND EIGHTS • DE SOTO STRAIGHT EIGHT
NEW DE SOTO SIX • PLYMOUTH • DODGE BROTHERS
TRUCKS, BUSES AND MOTOR COACHES • FARGO
COMMERCIAL VEHICLES • CHRYSLER MARINE ENGINES