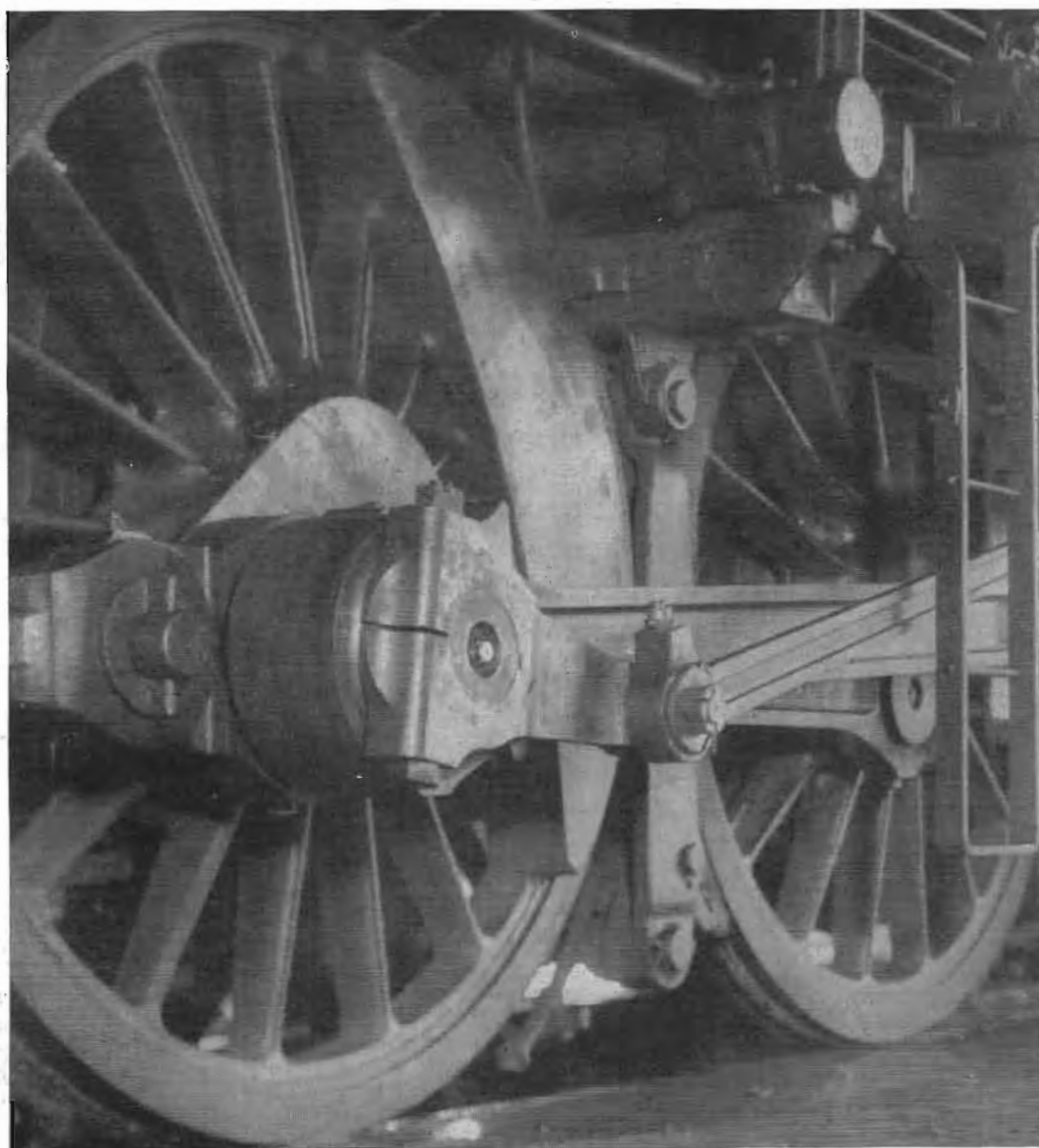


The MILWAUKEE MAGAZINE

CHICAGO
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JANUARY, 1932



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C O N T E N T S

JANUARY, 1932

| | | |
|---|-----------------------|----|
| The Old Year: What It Has Meant to Us..... | W. W. K. Sparrow..... | 2 |
| My New Year's Wish: May 1932 Bring a Silver Lining..... | J. T. Gillick..... | 3 |
| The New Year..... | H. E. Pierpont..... | 4 |
| The Story of Copper in Montana..... | C. Kendall..... | 5 |
| Historic Mobridge..... | | 8 |
| To Milwaukee Road Employees..... | | 9 |
| When a Feller Finds a Friend..... | Riverside Mills..... | 9 |
| Charles Herschel Koyl—Obituary..... | | 10 |
| Card of Thanks..... | | 10 |
| Emil J. Auge—Obituary..... | | 10 |
| The Taxpayer Pays Twice..... | J. J. Hood..... | 10 |
| Builds Toys for His Children..... | Earl Holdridge..... | 11 |
| Casey Jones..... | | 11 |
| Accident Prevention..... | | 12 |
| Safety Records..... | | 14 |
| The Wabasha Pontoon..... | J. W. Palmquist..... | 15 |
| American Legion Letter..... | | 16 |
| In Pittsville, Wisconsin..... | | 16 |
| Mrs. E. A. Meyer Winner in Safety Contest..... | | 16 |
| Milwaukee Employees' Pension Association..... | | 16 |
| Said to Be Humorous..... | | 17 |
| The Agricultural and Colonization Department..... | | 18 |
| Sports..... | | 20 |
| Cannonball Comments..... | By "St"..... | 20 |
| The Milwaukee Railroad Women's Club..... | | 21 |
| Our Little Folk..... | | 25 |
| The Patterns..... | | 26 |
| Favorite Recipes..... | | 26 |
| Special Commendation..... | | 27 |
| On the Steel Trail..... | | 28 |
| Creating and Maintaining Interest in Accident Prevention..... | P. L. Mullen..... | 41 |
| Livestock Shipments Out of Marmarth..... | J. W. Brady..... | 46 |

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The Old Year: What It Has Meant To Us

WE ARE closing the most disastrous year in the history of the Milwaukee Road in the past twenty years. After making allowance for the difference in rates, our gross revenues this year will be lower than any year since 1912, in the latter part of which the Puget Sound Extension was added to the System. This does not tell all of the story, because since that year the investment in Milwaukee properties has been increased approximately \$306,000,000. The net income available for fixed charges for the year 1924, immediately preceding the dark days when the Milwaukee went into receivership, was \$18,719,837, as compared with approximately \$9,000,000 for the year 1931.

While these days look dark for the railroads, and many seem to think they are down and out, as a matter of fact their showing is better than many industries, and when business revives—as it certainly will—I am sure the railroads will receive their full share of the returning prosperity.

At the present time the railroads are suffering not only from the general business depression but also from competition which they have to meet on all sides, and which is not fair competition. No one can object to having to give up his business to a competitor who competes on even terms, but when we have the United States Government competing with us and, through its instrumentality, the Interstate Commerce Commission, forcing us to make joint rates with its subsidized Government-operated barge lines, that is another story in which no element of fairness or justice exists. In like manner we are competing with trucks which are, although in a lesser degree, also subsidized by the taxpayers, of which the railroads are one of the largest.

I have confidence that these matters will be righted in time, but to bring this about we must let the politicians who represent us in Washington and the business men from whom we make our purchases know what we think about it and that we intend to have these injustices rectified.

The tremendous decline in our revenues and net income has forced upon us the drastic curtailment of expenses which has brought great hardship to the

Milwaukee Family of whom many are out of work and others working only part time. Throughout it all the courage and generosity of the Milwaukee employes in aiding not only the members of their own family but the unemployed generally stand out as the bright spot in an otherwise dark and dismal picture. Although the material welfare of the boom years of 1928 and 1929 was much pleasanter than these days of unemployment and distress, yet I believe the spirit and sacrifice so evidenced by Milwaukee men and women in helping those less fortunate is far more in keeping with the teachings of Him whose birthday we celebrate at Christmas.

I have been so far wrong during the past year in estimates I have made from time to time of our earnings that I hesitate to make any prediction as to the immediate future. I do feel, however, that when a great system like the Milwaukee Road will show for the year 1931 net earnings of only approximately \$9,000,000; and when its freight revenues for the month of December will be only about \$6,000,000; we have drained the cup of depression and that before long we must see some improvement in our earnings, as I do not believe that the business of a great nation like this, comprised of 125,000,000 people, will long continue on the level of the past twelve months.

There is one thing, however, of which I am positive and that is that with the spirit and grit that has been shown by the Milwaukee employes during these trying times, when the turn does come and the volume of business increases, the Milwaukee will show larger profits on the same volume of business than it ever has done in the past.

Therefore, with unswerving belief in the future of the United States, and the enduring courage and spirit of the Milwaukee organization, I am sure there are better times ahead of us, and am glad to bow out the year 1931 and wish you all good luck and better times in the coming year.

W. M. K. Spang

My New Year's Wish---

May 1932 Bring

A Silver Lining to the Clouds



IN THE January 1931 Magazine, I had an opportunity to say something about the railroad in general and the number of employees who were out of work and suggested that if the members of the State and National Legislatures who had been elected to office by the support of the railroad employees did not change about and support the railroads, it would not be long before the already reduced number of men and women employed by the railroad would be even less than at that time.

I do not believe any of us in the service in the year 1931 could have appreciated, in the month of January, that the remarks about the Legislatures could have meant so much. In any event, we got no particular assistance from the outside, and as a result our railroad and many others wound up the year without earning enough to pay the interest on the mortgage, notwithstanding that more men and women were off the payroll and many of those that were left, worked fewer days per month than at any other period in their long years of service.

I am sure the management and the employees have conscientiously tried to conserve the use of materials and other items that would save money to pay the interest and the taxes, both of which must be paid on the railroad, the same as on our homes, and we did fail by several millions of dollars in earning it for the railroad.

We have done our best to keep our railroad in the front ranks in performing dependable and courteous service.

We have established new records in saving life and avoiding injuries.

We have made many other commendable records that again demonstrate Milwaukee employees could make our railroad one of the best in the country if somehow we can find ways to increase the business on its rails.

It is difficult for some of us to blow about our railroad all of the time. However, it is a fact that we have no greater responsibility than to do everything each one of us can do to get a pound of freight or a passenger to use our line.

I am sure it is the duty of each employee to find ways and means of increasing our business; and to take a greater interest in the Division Traffic and Operating

Meetings that are being held each month, to the end that we may interest more people in realizing how good a railroad we are, and get their business into more of our cars.

Many men who have worked for the railroad for twenty or more years have not been able to do any work for the reason they had not accumulated enough seniority to hold any kind of a job during this great depression, and as a result are not able to pay taxes or interest on their homes. In the end, there is not much difference in running a railroad and a home. They both must be properly managed and have income sufficient to keep up repairs, meet taxes and interest, or deal with the sheriff.

Many of us are facing 1932 with our wages reduced, and that will undoubtedly eventually happen to all; and in the end probably will be best because, if it were not done, the money necessary to pay interest and taxes would have to come out of further reductions in the forces, and less purchases of materials, all of which would add further to the army of the unemployed.

I suppose there is some simple remedy for the ills of the railroad and its employees. However, until our competitors are placed under the same regulations, it does seem a difficult task to meet their unregulated competition, and especially with the taxpayers' money supporting them.

We have lived together a long time and in that time have always found something cheerful to say to one another. Now we think of the thousands of Milwaukee employees who are out of work, and many of them in need,—and realizing how helpless we are to cheer them, it takes much of the enthusiasm out of us. However, there must be a silver lining to the clouds, and we do know that all of us are doing our best to bring it out.

It is a great satisfaction to be a part of an organization such as ours and my New Year's wish is that we may all live to see the railroad loaded down with business and the extra list exhausted to the extent that it will be difficult for any of us to get away from the job.

A handwritten signature in dark ink, reading "J. S. Gillick". The signature is written in a cursive style with a long, sweeping underline.



The New Year

WITH the passing of the year 1931 we end a period of the greatest depression in general business activities of which the present age has record or knowledge, and we welcome the New Year feeling there is much to encourage our belief that the future promises a brighter outlook and that we can very properly forget the past and lend our support to the future as meaning very much to each of us individually and to the company which we represent.

The last year has been one in which all railroads have suffered severely. The earnings of our company, with other railroads have diminished to an alarming extent. Strictest economy has been necessary, but through it all I have seen an unequaled spirit of support, cooperation and helpful determination on the part of all departments, which has raised our standing with our patrons and has helped to render service of the highest possible standard.

This department, being the sales department of the company, wishes to acknowledge the help given it through the earnest assistance of employees generally and to indicate appreciation, and asks that we all continue in our effort to be useful to our patrons; consider their problems; offer assistance and show a smiling desire to be helpful, reflecting a feeling of encouragement for the future and a disregard for the troubles of the past. Everybody enjoys good cheer, and we should show that spirit to our patrons and to each other, and avoid the spreading of gloom.

With sincere good wishes to all,

H. E. Pierpont

The Story of COPPER In Montana

[This article has been prepared from data furnished by courtesy
of Mr. C. W. Towne of Anaconda Copper Mining Company.]



Miners Coming Off Shift

ODDLY enough the story of copper in Montana began with prospecting for gold, and then for silver; and thereby the discovery of the metal ribbed Butte Hill with its wealth of copper and other metal bearing rock.

In May, 1864, two weary prospectors reined in their horses on the brow of a barren hill above a lonesome valley in western Montana. They hailed from the gold diggings of Virginia City and they were in quest of gold on the Continental Divide. Confident they were that there was "gold in them thar hills" and the more so as they dismounted at the edge of a small pit and noted nearby the bleaching remains of elks' antlers,—long discarded "gads" and "handspikes" of an unknown digger.

The old prospect hole held a challenge and an omen to these men for the setting sun tipped with gold the crude instruments of the earlier days; and so because of the prophetic rays of a Montana sunset, that spot became the first workings of a placer gold camp,—later a silver enterprise and finally the largest copper producing district in the world.

The story of copper in Montana, begun on Butte Hill, has carried on without cessation in that part of the Treasure State; and its progress has been a story of adventure in real life.

Humphrey and Allison were the Immortals who stood at the edge of the old "gopher" hole and started Butte Hill on its way. But at the end of three years, placer gold having yielded about one million five hundred thousand dollars, was exhausted.

come famous and historic property.

Hickey had been a soldier in the Union Army, and during the war he had somewhere read in a New York newspaper that Grant's army was "encircling Lee's forces like an anaconda." "A mighty good word," thought Hickey, and so, when he wanted a name for this new mine of his, he remembered Horace Greeley's editorial, and called his property "Anaconda."

Thus a prospector's whim determined the corporate name of the largest copper mining, smelting, refining and fabricating organization in the world.

But it was another man, Marcus Daly, a promising young Irishman from the gold diggings

In 1875, another prospector appeared at the Butte diggings where a mere handful of people were all that was left of the once busy mining camp. This man, Michael Hickey, staked out a quartz claim, and, having successfully won through the favorite outdoor sport of the Butte Hill miners, of jumping claims on New Year's Eve, he entered into full possession of what was destined to be-

down in Nevada, who, on being sent up to Montana to manage a small silver mine, soon contacted the owner of the Anaconda mine, and found his opportunity. Hickey wanted his shaft sunk deeper and engaged Daly to do the work. At the 60-foot level, Daly uncovered a richer vein, and forthwith acquired an interest in the property. Daly was a salesman as well as a miner and he succeeded in interesting some men with more money than he had, in the Anaconda mine. Thus the development work was pushed; and then,—the tragic occurred, for at 100 feet down, copper was uncovered. That Daly's backers were disappointed hardly expresses it,—they did not know what to do with copper, even if they went ahead and mined it. The ore would have to be transported thousands of miles, with very indifferent transportation facilities, and no man could foresee whether or not the Anaconda would contain copper enough to pay for establishing reduction plants and providing necessary equipment.

Daly, however, despite the gloom of his partners, was optimistic,—he declared his belief that the hill was full of copper and even urged that all the neighboring properties be acquired. He went even farther and insisted that he would send enough high grade ore to the smelters of Swansea, in Wales, to secure the capital necessary to build himself a huge smelter, capable of treat-



One of the Mine Hoists

ing all the copper ore Butte Hill would disgorge for years to come.

That was the beginning of the real story of copper in Montana.

Buried Treasure

The copper ores of Butte Hill lie in fissured veins, extending to unknown depths, with two vein systems. The copper deposits are in the central part and, when copper becomes less abundant, zinc and silver are found. Further out, copper disappears, some lead is present, and silver and zinc predominate.

The ore-bearing veins, however, are not continuous, either in their downward or their lateral directions. In past ages, violent earth movements caused radical displacements, and one of the most baffling of the many problems confronting the mine operators of Butte Hill, is the relocating of lost veins. The displacement may be anywhere from a few inches to hundreds of feet. It is a real job, this hunting lost veins in that locality.

Michigan Conglomerate

Comparing somewhat the difference between fissure veins and the ores mined along Lake Superior, in Arizona and Utah, Mr. Towne writes:

"Getting ore out of fissure veins is quite different from mining along Lake Superior or in Arizona and Utah. In the Northern Michigan Peninsula 'native' copper lies in well defined 'lodes' or sheet-like bodies of 'conglomerate.' These lodes are continuous from the surface down and run at an inclined angle to enormous depths, but it is removed without much difficulty. . . . Neither were there metallurgical problems aeons ago. Mother Nature put to work her own reduction plant and by heat and pressure, by roasting and flooding, there emerged from her underground smelter, in a refined state, the so-called 'native copper'; or in other words, the red metal of commerce, free from alloys or impurities. This native copper is found in chunks, varying in weight from a few ounces to seven tons, or more."

Vein Mining in Montana

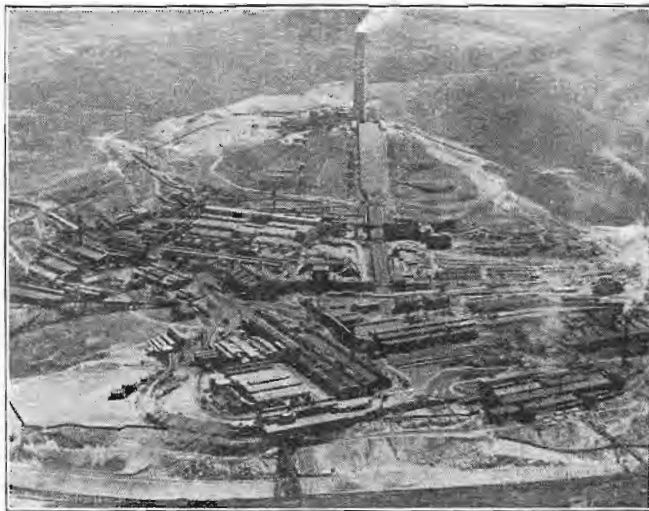
Things are different in Montana.

Fissure-vein mining is costly, especially in the narrow veins. If the vein is thirty to fifty feet wide, a few holes are bored by the air drill and a charge of dynamite will bring the whole mass down of its own weight. A narrow vein, three or four feet wide, perhaps, must be drilled, with scores of powder holes, to induce dynamite alone to free the ore.

From Ore to Metal

After the ore is mined, it must be "reduced," or smelted. The ore when first taken out looks like nothing so much as a mass of railroad ballast, being a grey-white substance, which geologists call chalcocite. Yet, from this apparently worthless rock, comes commercial copper, silver and gold. Out of an entire mass, 5 per cent or less is copper, with traces of silver and gold. The rest is silica, alumina, sulphur, iron, with

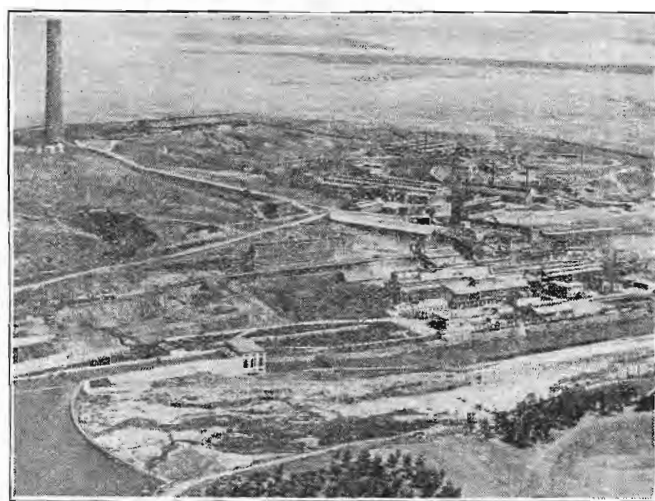
Six



Air View of Anaconda Reduction Works

certain proportions of lime, zinc, lead, arsenic, potash, tellurium and selenium. And to free the valuable metals, the smelters have to be vast chemical workshops, using fire and water, oil and acid.

The first step is crushing the ore, then it is flooded and agitated until the light and valueless portions float away to the dump as "tailings." The residue, or concentrate, containing 8 per cent copper, is roasted, which removes 80 per cent of



Great Falls Reduction Works

is changed into "blister" copper, which after treatment in the refining furnace, is shaped into anodes, containing 99.3 per cent copper, with about 70 ounces of silver and four-tenths of an ounce of gold to the ton.

The processes just described take care of the bulk of the metal content; but in the tailings that go to the dump, there still remain appreciable quantities of copper, silver and gold. After some years have elapsed on the dump, permitting oxidation of the tailings, they are subjected to a leaching process.

Tin Cans and Overalls

Like many other valuable discoveries, the secret of recovering copper by the leaching process was incidental to an accumulation of tin cans and old iron in the backyard of a miner of Butte, named Jim Ledford. Water waste from the mines—copper sulphate—ran through this heap of junk and, one morning Ledford found a slushy, shapeless deposit in place of his old tin cans and iron refuse. The sulphur had dropped its copper playmate and run off with an iron affinity. An assay of the deposit showed 98 per cent copper. Ledford kept his secret and made a one-year contract for all the water flowing from the Anaconda mine; and he cleaned up \$90,000 before his lease expired.



Visitors at an Underground Station



One of the Reduction Furnaces

From that incident the so-called leaching process developed. Weak sulphuric acid removes the copper metal from the tailings, carries it in solution, and gradually precipitates it in a mud form upon piles of old iron junk, kept in open air tanks.

There is also a story about the oil flotation process which a miner's wife is said to have discovered while washing her husband's overalls. She noticed that small grains of metal rose from the top of soap bubbles in the washtub, and so a process of utilizing the same principle is now in operation at all sulphide copper plants for extracting the metal from the finer portions of the crushed ore.

From "Anode" to "Ingot"

To go on with the story of copper:

Casting of "blister" copper produces "anodes" about one yard long, two-thirds of a yard wide, nearly two inches thick, and weighing nearly 600 pounds. Each anode is provided at two of the corners with "ears," or lugs, by which the anodes are suspended in huge wooden tanks of weak sulphuric acid; and personally escorting each anode is a cathode—a thin sheet of pure copper. Through the acid a current of electricity is constantly passing, of which the anode is the positive and the cathode is the negative terminal. The combination of these "juices," electrical and chemical, dissolves the anode and deposits upon the cathode a coating of pure copper. It takes twenty-four hours for an anode to be completely dissolved, and every sixth day the cathodes are removed and new ones put in. During this process, the impurities, including the gold and silver residues, sink to the bottom, are drawn off, dried and shipped to refineries for further treatment.

The finished anode is practically pure copper, but it has to be still further treated before being ready for shipment. It goes to the furnace refinery to be remelted, endowed with oxide, and cast into forms suitable for the use of the fabricators.

A copper refinery produces high grade copper and also recovers from the blister copper its precious metal content. About 80 per cent of all the silver and 15 per cent of the gold in the world are

by-products of the copper, lead, nickel and cobalt refineries.

The impurities which sink to the bottom of the electrolytic tanks are known as "slimes," or anode mud. In addition to some copper, which has not attached to the cathodes, these slimes contain considerable silver and small percentages of tellurium, lead, arsenic, antimony, selenium, nickel, bismuth, gold and iron; and the importance of their extraction is shown by the fact that on a monthly production of 40,000,000 pounds of refined copper, one hundredth of 1 per cent of any impurity, if not removed, will, at the end of the year, clog the system to the extent of 48,000 pounds of undesirable material.

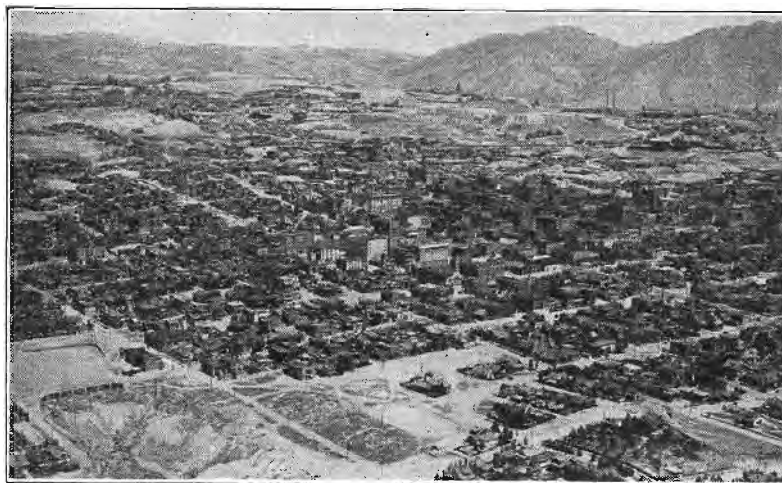
A River That Mines Copper

Out of Montana's hills and mighty "Divides" flow two of America's lordly rivers, the Missouri flowing from the eastern slopes and ending in the Mississippi; and Clark's Fork of the Columbia, the gift of the watersheds of the western slope. In their hurried descent to lower levels, these, with their many tributaries, provide immense water-power opportunities. In fact, one-tenth of America's hydro-electric resources are located within the borders of the Treasure State.

For one hundred and four years after Lewis & Clark discovered "The Great Falls of the Missouri," they remained what their discoverers had appraised them—"one of the grandest sight in Nature." In the solitary grandeur of its mountain setting, the great river poured its flood over the steep declivities and precipices, that led it along toward the low country; and then came the copper mines and the need for more and more power. For, in mining and metallurgical work, power is one of the most important and most expensive factors. It is needed to operate drills, transport ore underground, hoist it to the surface, convey it to the smelters, crush, separate



Butte, Montana, in 1882



A Mile High City: Anaconda, Montana

and refine the metals, and, in short, operate all of the various steps in the process of producing the copper of commerce and industry.

In the early days, men, mules and steam furnished the power, but the cost was excessive, and it lacked flexibility.

So came about the development of the magnificent waterpower of Montana's rivers, and where, in the old days, steam, ranging from \$100 to \$140 per horsepower per year, current from the hydro-electric plants supplied to the mines, smelters and refineries, costs about \$30 a horsepower per year.

And now the Great Falls of the Missouri, together with several other plants located along this and other streams, are producing current that mines the copper that makes the wire that creates and distributes additional energy—A House That Jack Built roundelay of the two foremost industries of Montana.

Copper in Montana is interwoven with so many other metals and chemical properties that the story of copper alone makes but half a narrative; and if time and space allowed, the full scope of the great mineral-bearing hills of the Treasure State could be woven into a splendid epic, that would touch at almost every door of human life and human needs.

The Mines, the Reduction Works and the Power are only the first cantos of a continuous poem of crashing rock below earth's surface, the roar of great furnaces at the Reduction Plants and the Grand Amen of Falling Waters. The rest is told out in the varied walks of life; where copper and its by-products, together with all the other contents of the ore-bearing rock, carry modern life along its upward path.

To a Locomotive in Winter

THEE for my recitative,
Thee in the driving storm even as now, the
snow, the winter—day declining,
Thee in thy panoply, thy measur'd dual throbbing
and thy beat convulsive,
Thy black cylindric body, golden brass and
silvery steel,
Thy ponderous side-bars, parallel and connecting
rods, gyrating, shutting at thy sides,
Thy metrical, now swelling pant and roar, now
tapering in the distance,
Thy great protruding headlight fix'd in front,
Thy long, pale, floating vapor-pennants, tinged
with delicate purple,
The dense and murky clouds out-belching from
thy smoke-stack,
Thy knitted frame, thy springs and valves, the
tremulous twinkle of thy wheels,
Thy train of cars behind, obedient, merrily following,
Through gale or calm, now swift, now slack,
yet steadily careering;
Type of the modern—emblem of motion and
power—pulse of the continent.
For once come serve the Muse and merge in
verse, even as here I see thee,
With storm and buffeting gusts of wind and
falling snow.
By day thy warning ringing bell to sound its
notes,
By night thy silent signal lamps to swing.
Fierce-throated beauty!
Roll through my chant will all thy lawless music,
thy swinging lamps at night,
Thy madly-whistled laughter, echoing, rumbling
like an earthquake, rousing all,
Law of thyself complete, thine own track firmly
holding
(No sweetness debonair of tearful harp or glib
piano thine),
Thy trills of shrieks by rocks and hills return'd,
Launch'd o'er the prairies wide, across the lakes,
To the free skies unpent and glad and strong.
—Walt Whitman, in "Leaves of Grass."

Historic Mobridge

Landmarks and Indian Legends

THE high banks which line the Missouri River where the Grand River pours in from the west, and where the city of Mobridge, South Dakota, now stands on the east side, have a rich historical association. This locality is recorded in the annals of the Lewis & Clark Expedition for here, at the mouth of the Grand River, which they named, the Expedition halted for a brief few days while they bargained for supplies with the Indians who lived in the several villages that occupied both banks of the river above and below where Mobridge now stands. These Indians, Lewis & Clark tell us were Arickarees and they seemed then to have been of a friendly disposition to those white travelers. But in 1823, not twenty years afterward the "Rees" fell upon a detail of soldiers under General Ashley, who had stopped for a friendly council, and killed twelve and wounded many others before the detachment could reach their boats and escape down the river. In swift retribution for this outrage General Leavenworth was sent out with troopers to punish the Rees. This was the first military movement in South Dakota.

Down on the flat at the bend of the river to the south is the spot where Mrs. Daley, Mrs. Wright and six white children were made captives by White Lodge, a chief of the Santees in the Minnesota massacre of 1862. This party, known as the Lake Chetak captives, was rescued by a band of eleven young Indians, the oldest of whom was only 21 years of age, and returned to their relatives. These young braves by name, Charger, Kills and Comes, Fourbear, Swiftbear, Madbear, Prettybear, Red Dog, One Rib, Strikes Fire, Sitting Bear and Charging Dog, acquired fame in the succeeding years for many brave acts in defending the white settlers against the hostile tribes. In the Sioux wars and the Messiah Craze it is said they "stood as a wall of rock between the hostile Indians and the white settlement."

A monument was erected by the state at the place of rescue, but it now stands in the city park of Mobridge, commemorating one of the bravest adventures of the western frontier. Doan Robinson, a chronicler of the event, writes: "When the circumstances surrounding this case are considered, when the Dakota country as it was in 1862 is taken into



Monument to the Lake Chetak Captives Rescued by the "Fool Soldier Band": Now in City Park, Mobridge

account, when the condition and environment of these young Tetons, unschooled, beyond the influence of the missionaries, unprompted to the heroic action which they performed, except by the instincts of humanity, unrewarded and without hope of reward, are reckoned with, I submit the record of the world's history will be searched in vain for a parallel."

Only ten miles southwest from Mobridge is the former home of Sitting Bull, the crafty old "Medicine Man" of the Sioux, and where in 1890, the Messiah Craze reached its height; and where in that year, forty-three of the Indian

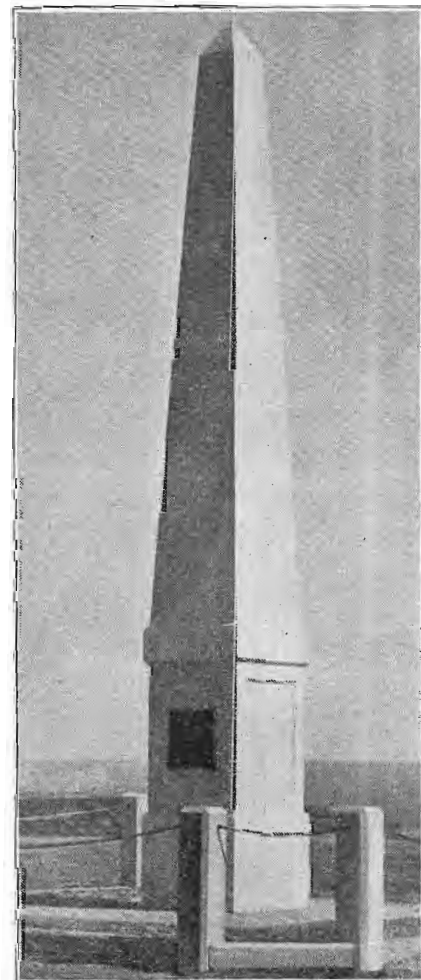
constabulary fought off 150 ghost dancers while attempting the arrest of Sitting Bull. The old chief was killed with eight of his followers, and six of the Indian police laid down their lives in the fight.

Brakeman C. H. Preston of the T. M. Division (east), who lives at Mobridge, is an enthusiastic hunter of Indian relics in the mounds of the Indians found in and near Mobridge.

Recently Mr. Preston placed in the museum of relics and mementoes at the Commercial Club of Mobridge several articles taken from these historic spots, including bone needles and punches, a bone knife made from the scapula of an animal; pieces of pottery of excellent workmanship, flints from arrowheads, etc.

Mr. Preston tells of a visit he has had with an old Indian of that locality who related to him some of the ancient legends of the ancient tribesmen,—one of which is of a battle among the Mandan and Cree tribes, back in 1804, the embattled forces occupying the heights above the river, evidences of which still remain in the traces here and there of breastworks thrown up.

There are also, the old man said, a number of what appeared to be the home grounds of some tribe where raised earth circles enclose depressions that are about ten feet across. Digging into these, some Indian relics have been found and ashes are unearthed indicating a once human habitation.



This Stately Shaft, to the Memory of the Indian Woman, Sacajawea, Stands on a Slightly Eminence Above the River, Mobridge



The "Old Swimming Hole"; Mouth of Grand River



An Indian War Dance on Standing Rock Reservation

To MILWAUKEE ROAD Employees

WE ALL REALIZE that we are facing a keener competition today than ever before.

NOW EVERY TOWN is a competitive point because of the new agencies that have developed in recent years.

MOST PEOPLE who patronize these newer agencies do not realize how much they are paying for the service, through taxes, in addition to the charge for transportation. Nor do they realize the advantages of rail service in the way of safety, reliability and responsibility.

ALL OF US are, or should be, familiar with the progress made by the Milwaukee Road by shortening its freight and passenger schedules, offering special inducements to travelers, modernizing its equipment, etc.

MOST OF THE Milwaukee Road employees wear our trade mark buttons which were given them when they signed a card expressing their intention:

"To keep posted about Milwaukee service and facilities and thus be ready to inform others.

To be on the lookout for those who intend to travel or ship and and urge them to use this railroad."

WE HAVE EVIDENCE that many employees have kept in mind these resolutions, but it is likely that many others overlook the possibility of helping the railroad, themselves and their fellow employees by being on the alert for new business.

OFTEN WE LEARN of persons who travel or ship by other lines or agencies not knowing that the Milwaukee Road can serve them as well or better. Doubtless many patronize other routes because the other fellow got to them first.

WHEN YOU LEARN of anyone who plans to take a trip, whether by auto, bus or rail, invite him to use the Milwaukee Road and notify our ticket agent to get in touch with him promptly so that he can follow through with necessary information as to rates and routes.

WHEN YOU LEARN that a merchant has a shipment coming in or going out; or that a new store, factory, bridge, highway or any other structure is to be built; a new family coming to town or one moving away, you know there is freight business involved and that your Railroad needs the business. In such cases notify our local freight agent as quickly as possible so that he can get on the job and route the shipments via our line.

OUR FREIGHT and passenger solicitors cannot keep in constant touch with all prospective travelers and shippers, but other employees living in each town have an opportunity to obtain many tips from their neighbors and friends, the stores where they trade, their church or other groups; and by passing these tips promptly to freight or passenger representatives, they will be doing themselves a service and make it possible to put some of their old friends back at work.

DON'T OVERLOOK the fact that your families when visiting or making their daily purchases are in a position to pick up business tips which may be very useful.

THERE IS A LOT OF BUSINESS MOVING THAT IS NOT MOVING OVER OUR LINE. LET'S GO AFTER IT!

E. B. FINEGAN,
Freight Traffic Manager,
Chicago.

G. B. HAYNES,
Passenger Traffic Manager,
Chicago.

When A Feller Finds a Friend

"Granting that 'A friend in need is a friend in deed' we wonder how many railroad presidents know what a friend they have in the Riverside Mills of Augusta, Ga.," is the opening paragraph of a strong article under the above caption, published in "Man Power," an eastern publication, and following is the text of an appeal the Riverside Mills is sending out to its customers. It certainly shows this company a real and understanding friend to railroads.

As rail employees, the readers of this Magazine want to know all there is to know concerning the serious situation the railroads of this country are in, and we have to face the fact that the situation does not improve—indeed looks more and more serious with every monthly earnings statement.

It is therefore encouraging to find that business concerns, our patrons and shippers are realizing the situation, and are starting out to see what can be done about it. The letter of the Riverside Mills is most interesting:

From
RIVERSIDE MILLS
Augusta, Ga.

December 8, 1931.

The "Pulse of the Situation"

TO OUR CUSTOMERS:

STOP, LOOK, LISTEN and—THINK!

Realizing that the situation of the railroads requires definite action and cooperation on the part of manufacturers, shippers and distributors, as well as the entire citizenship to the end that more traffic be diverted to the railroads, we appeal to you to:

STOP, LOOK, LISTEN and—THINK!

The time has come when railroads must have the support of all shipping interests and assist in curbing the Wolves of Trucks, Busses and Legislation that confront railroads, and unless some whole hearted movement is brought about and restrictive legislation enacted governing the situation all business is headed for something serious. It is indeed an assured fact that we cannot do without railroads; and likewise the fact remains that trucks and busses are here to stay; however, there is no reason why transportation by trucks and busses should not be regulated the same as railroads.

The seriousness of the situation cannot be exaggerated. We are told that the LCL tonnage originated by railroads in 1929 was but 68 per cent of that originated by them in 1916 or in any succeeding five years; also millions of revenue to railroads are being lost by the diversion of thousands of carloads of automobiles, tires, cotton seed, live stock, vegetables, canned foods and various other products from rail lines to trucks.

It is a far reaching problem, and we believe you will agree with us that the situation deserves the consideration and most loyal support of all.

We repeat: *This Country cannot be prosperous without prosperous railroads.*

STOP, LOOK, LISTEN and—THINK!

Yours very sincerely,

RIVERSIDE MILLS,

Thos. M. Anderson, Sales Manager.

P. S. Are you a friend to Railroads?



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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CARPENTER KENDALL, *Editor*

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

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Charles Herschel Koyl

CHARLES HERSCHEL KOYL, Engineer Water Service, passed away at St. Francis Hospital, Evanston, at 5:45 a. m. Friday, Dec. 18, 1931.

His passing is a great loss to his many friends, associates, employes and the scientific world at large.

Dr. Koyl, as he is more generally known, was born at Amherstburg, Ontario, Canada, August 14, 1855. He was educated at Victoria College, Cobourg, Canada, and studied and taught at Johns Hopkins and Swarthmore in this country.

During his earlier life he was a Consulting Engineer in New York City, where he became widely known for investigation and research work.

About 1909 he went into North Dakota to study and extend his work on the softening of hard waters for boiler use.

Dr. Koyl began constructing water-treating plants and systematizing the water service on the Milwaukee Road in January, 1920. He first attacked our worst territory on S. C. & D. and I. & D. Divisions, next the S. M., H. & D., T. M., C. & M., Illinois, Iowa and Kansas City Divisions.

Step by step conditions were improved by treating or locating new natural fit supplies until it can be said that our worst areas have been corrected. He had in mind additional work on T. H., R. & S. W., Iowa, S. C. & D., I. & S. M., I. & D., T. M., Northern-Montana and scattered points. His late efforts have been to conquer for world-wide benefit the problems of pitting, corrosion and boiler foaming. Much progress has already been made in this direction.

As a result of his partially completed work, boiler failures are now almost unheard of. Formerly a boiler would average 50,000 miles per failure, now 1,500,000 miles. Boiler repair work has been cut to low cost figures. The purchase of boiler tubes and flues has been cut to one-quarter or less what it was in 1920. The cost of chemicals has been cut nearly in two. Trains no longer have their schedules upset by water troubles. Engine runs have been extended from 100 to 900 miles in the case of the trip from Minneapolis to Harlowton. Engines also run from Chicago to Minneapolis without boiler trouble.

Dr. Koyl as a scientist and boiler

water expert is known favorably nationally and internationally. As a man and friend he was honored, respected and loved by all who knew him. His kindly charitable nature marks him as an exponent of the highest type of living.

In Memoriam

Dr. C. H. Koyl

TO trespass on your memory and rejoice
Not o'er our past acquaintance with delight
Would be a rash forgetfulness—the price
Should be a keen rebuke to set me right.
But No! not rebuke in any form, No!
A kindness to your fellowman instead,
Was that sweet role that you would kindly show,
And maybe launch a heartache with the dead,
And yet no sacrifice of duty to
The carrier or the prince who hailed thee good,
The chemistry of nature 'twas to you
To soften, when the scale unbalanced stood.
Your hand shake and your happy tale we'll miss
Forgotten, as we counter for your bliss.

—Edward Murray.

Card of Thanks

We desire to extend to our many friends of The Milwaukee Railroad our heartfelt thanks for the kind expressions of sympathy and the floral remembrances received at the time of our trouble. They will help us to bear our sorrow.

Mrs. Irma Rummel.
Earl J. Rummel.

Emil J. Auge

MR. EMIL J. AUGÉ, former chief carpenter on the Southern Minnesota Division, passed away at the home of his daughter, Mrs. John Hines, in Minneapolis on December 15th.

Mr. Auge was born on December 7, 1859, at Eagertown, Minnesota, and entered the service of the Milwaukee Road in January, 1883, as a carpenter. He was promoted to foreman in September, 1884, was made acting chief carpenter of the S. M. division in March, 1903, and chief carpenter shortly thereafter. He had an excellent service record and his associates bear testimony not only as to his ability as a chief carpenter but also his integrity and spirit of fair dealing. As one of them expresses himself, "He was a square shooter." In December, 1925, he resigned from the Railroad Company's service because of ill health and made his home with his daughter.

"The Tax Payer Pays Twice"

By James J. Hood

An Address to Milwaukee Employes by the Chicago Manager of the A. M. Collins Manufacturing Company.

There is a movement among some manufacturers and merchants to adopt the slogan "Ship by Rail." The few points given below are some of the good reasons for this slogan; regardless of one's position in life, whether he or she is a stock or bond holder, a property holder, a bank depositor, or just a lowly wage earner, all are affected unjustly. Our Country's second largest industry is the combined railroad systems which have helped build up and develop the most prosperous nation on earth, and you as one of its employes, regardless of how lowly your position, are a part of this great industry, and are vitally interested in its success.

These combined interests pay taxes in every hamlet, village, town, or city, where they maintain "right of way," your company is called upon to participate in every river, harbor, city, town, village, local improvement, or any drainage improvement that is installed. You, therefore, become part and parcel of each of these municipalities. Yes, in any number of cases you are the largest tax payers. Unless these railroad corporations are successful they cannot pay these taxes; any business has to be on a paying basis or it cannot survive even to the paying of salaries, or if you please, just plain wages, and without our railroads our country could not prosper or exist, and in cases where you are the biggest tax payer, it goes without saying, the towns could not exist very long without the benefit of these same taxes.

Here is a concrete case, it's only one of thousands throughout our broad land. A certain town we'll say between Chicago and Milwaukee (it could be just as well be between Winona and St. Paul, Minn., or New York City and Albany). At a junction of two state aid roads, where the town authorities, by special assessment, widened these two roads to forty feet and installed a business district lighting system at great additional expense, together with other local improvements, the amount of over two million dollars of which your company had to pay its part, and those employes of your company, who own property there, also had to pay their part.

Among other improvements automatic stop and go lights were installed at the junction of the two state roads, and during school hours an officer is stationed there to safely direct the children. It was 8:45 A. M., the north and south right of way

had the red lights, a local business man came from the west, slowed down and proceeded to continue east on the green when along comes a Chevrolet cab with a five-ton trailer with eight wheels, loaded with folding boxes made in Milwaukee. The man going east had to turn south, the truck turned east so short it turned over. The driver missed four parked cars and seven children standing on the corner, hit an ornamental light post, broke it off completely, and kept on sliding on its side until it hit a high tension light pole. Two of these wires were broken off, and endangered further the lives of the same children who were almost run over. Here is the report turned in by the Chief of Police: "The driver of this truck was sixty-eight years old. His brakes were out of order, and would not hold his load. He owned the truck one month, and so far had paid on it \$1,000. He had made eleven return trips to Chicago so far for which he had not been as yet paid anything. He had no insurance on the outfit. The company who held the notes for the balance due, or \$2,000, had their interest covered with a policy of fire and theft, and a payment of \$250.00 was due the day he was arrested, with the proper holding charges lodged against him. On inspection before being locked up his person disclosed not one cent." A hearing was given in the regular way, the defendant being permitted to, if possible, furnish bond. He was held four days at a cost to the town of \$12.00. The public property damage will exceed \$200.00. Regardless of the fine which should be imposed and court and incidental costs there was no redress in this case it being interstate, but to take a sworn state-

ment from this part owner driver and a one year note for the estimated bill in total, which in fact, is not worth the paper it is written on. The answer is the expense of these repairs shall have to be paid out of the town's treasury, which is, of course, made up by the local tax payers, some of who are employees of your railroad. I could give you another story of the same kind between Adarian and Battle Creek, Mich., that cost the town \$2,000.

You say, what are you to do with such a racket? Encourage everyone you come in contact with to ship by rail, patronize merchants and manufacturers who ship only by rail. Try to have men elected to your state and national government who will pledge themselves to fair treatment of all common carriers. Largely this is a national issue, and it is serious enough to give it deep and continued thought and action.

The old saying, "The public pays the freight," is true, but the freight rate which is added to the cost of any article you buy is not the "bootleg" rate, with several truck owners or truck corporations for that matter, the rate which is added is that applied in railroad freight tariff from first to fifth class. The shipper who uses any other service adds the difference or saving to his profits which in every case is a loss to every tax payer in this great country of ours by the destruction of our highways (some built by government aid). Your own public improvements in your own town, and the loss of life and limb of many heads of families, and wage earners and after all it is said and done a great detriment to the second largest industry in our nation.

Earl uses 8-lb. mine rails and 14 in. gauge track. It is an Atlantic type passenger engine, complete in every detail. Many of the details on the engine were designed after the pattern of appliances on the Milwaukee locomotives, as he thought this would be an advertisement for the road for which he works.

The last few weeks before the completion of the job, Earl was assisted by his brother, who is by trade a mechanic and who runs a local machine shop in Perry.

Engineer Holdridge has in mind to build a locomotive very different in type, which he hopes to be able to construct in the near future. It will be similar to the new F-6 Milwaukee passenger engines.

The miniature train was built for the amusement of Mr. Holdridge's young son, Francis. He has had a track and switch laid in his back yard for the last six years. Francis and his playmates have worn out two miniature hand cars which his father built for their amusement and they are getting still greater pleasure out of the miniature train.

Casey Jones

STORIES of Casey Jones, a mythical hero of the old-time railroadmen, are being sought for by Mr. Charles E. Brown, director of the State Historical Museum, at Madison, Wisconsin. Casey's alleged exploits were of the tall order perhaps on a par with some of those once performed by Paul Bunyan, the legendary leader of the American lumberjacks. He was a particularly daring engineer, who, no matter what the obstacles in the way, always brought his train, whether freight or passenger, in on time. He was once, it appears, well known not only to the rails as a driver of both the ancient wood-burning engines and later coal-consuming locomotives, but also to the railroad yards, switchman's shanties, roundhouses, car shops, depots, construction camps and other edifices and places along the railroad lines. In these and other places, such as the railroad boarding houses and hotels, tall and other stories of the daring engine driver and his associates were once spun. At least one poem about Casey has been written. No doubt there once were songs about him also. He may, on different railroad lines, have been known by other names.

The trains which Jones drove not only made the fastest time of any on the divisions, his whistle was the loudest and could be heard for miles, and his engine bell the most tuneful.

Nearly all, if not all, of the pioneer railroadmen of the Middle West and of the West have passed on to their reward and the tales which they once told have probably gone with them. However, some of them may have been passed on to others and it may be possible to secure and preserve some of these. They should be written and placed in the files of the Wisconsin Historical Society where they may be accessible to others at the present time and in future years. These may be communicated to the editor of The Milwaukee Magazine.

Builds These Toys for His Children

THE engine in the picture was built by Earl Holdridge, of Perry, Iowa, who has worked for the C. M. St. P. & P. as an engineer for the last twenty-six years. He is the son of F. L. Holdridge, a veteran conductor of the Milwaukee road, who passed away in November.

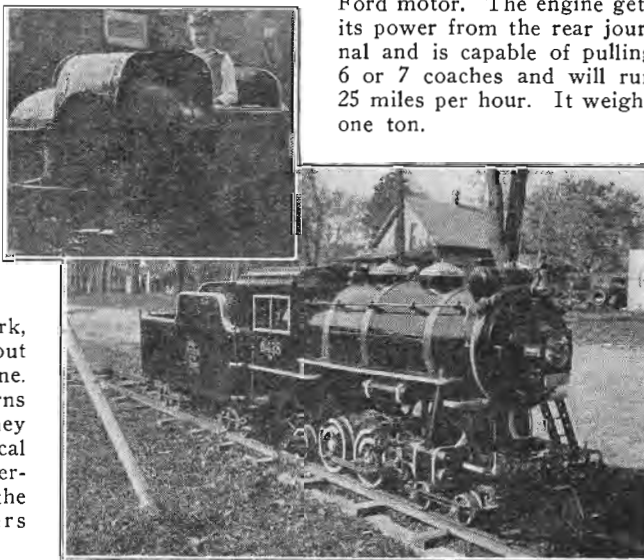
In April, 1916, Earl drew the blue print for the miniature engine and coach. He built and completed the coach first, which is built on the type of a Milwaukee observation car. Will carry eight passengers.

He then set to work, cutting the patterns out of wood for the engine. When these patterns were completed they were cast at the local foundry which he afterward machined in the Holdridge Brothers machine shop.

The train is roller

bearing throughout, driving boxes and all. The drive wheels are 12 inches in diameter, with outside motion. Engine and truck are 16 ft. in length, 4½ ft. high, side rods being made of cold rolled steel with bronze bushings.

It is powered by Model T Ford motor. The engine gets its power from the rear journal and is capable of pulling 6 or 7 coaches and will run 25 miles per hour. It weighs one ton.



Miniature Roller Bearing Train of the Holdridge Children

ACCIDENT PREVENTION



P. H. Pfeiffer

A Remarkable Safety Performance

G. E. Passain, Division Master Mechanic

"MR. PAUL H. PFEIFFER, Roundhouse Foreman at West Clinton, pictured here with the day force at that point, has operated with an average force of ninety-three employees for a period of 951 days (as of Oct. 14th) without a reportable or lost time injury. It is felt that this remarkable safety performance has been attained through the efforts of Mr. Pfeiffer and his assistant foremen.

Safety at Savanna

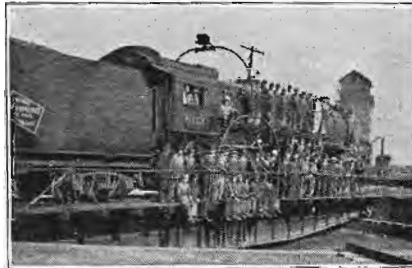
A. J. Reinehr, Agent

OUR bulletin board September 21st, shows that the employees under the supervision of the Agent at Savanna, Ill., have gone 940 consecutive days without a reportable or lost time injury.

How has it been accomplished? The only answer I can make is that the employees have finally begun to realize that Safety is of first importance and that the practice of Safety is of value to the individual as well as to the company.

We have tried to impress the absolute necessity of safe thinking upon the supervisors, so that they will notice practices and conditions. We have watched in a special manner, the handling of such classes of freight, where the liability for injury would be most prevalent, and have demanded that greater care be taken to eliminate all chances for injury in the handling of awkward or heavy pieces.

Safety in the loading and handling of trucks, in the handling and proper fastening of runways, is mentioned to the employees practically every day, and any violation of the rules is called to the individual's attention at once, and a word of caution is given. It must be said that it has been a long time since any



Day Force, Clinton Roundhouse

"One rule from the 'Mechanical Safety Rule Book' is assigned each employee per week and he is required to give at satisfactory answer as to its meaning before another is assigned. At the present time, all employees in the Locomotive Department, Terre Haute Division, have passed on each rule in the book and this practice of keeping some safety rule before employee daily, no doubt, has helped in attaining this record.

"Through the efforts of the foremen, each employee has been made to realize that Safety First does not merely mean looking out for himself, but to be on the alert for the safety of his fellow worker, and this has resulted in placing the Locomotive Department on the Terre Haute Division in first place in the contest for the eight months period ending August 31, 1931, per Mr. Flanigan's Circular 335, dated Oct. 12th, 1931."

violation has been noticed or reported.

Liability for injury on a transfer platform where freight of all kinds, sizes and weight is handled, is great, as is also the liability of our baggagemen who have heavy and fast transfer of mail and baggage at the passenger station where, on account of lack of space, the premises are often badly congested. I am taking a great deal of pride in the performance of the employees in this department, which has brought about this nice record.

The individual employee must become interested and must think "SAFETY" and the supervisor must make it his business to know that each individual remains interested and thinks "SAFETY" before he acts.

We have had all these things repeated to us time and again at our Safety Meeting until we are apt to think that it is unnecessary to say any more about it. However, just as soon as we allow interest to lag, injuries increase and it is only constant repetition and drive that will bring results.

It is our hope that we may continue our record indefinitely and there is no reason why we should not do so, because we have demonstrated that it can be done by individual care and group co-operation.



Section Foreman Hans Olsen

Being a Good Railroad Man

Paper read by E. R. Stevens, Traveling Engineer, Rocky Mountain Division

SINCE the inauguration of our present Safety System a great deal has been said and written to make our Railroad 100 per cent safe for the people who patronize us and for ourselves.

It is interesting, as well as profitable, in many ways to look back as most of us can, into the practices in years past and see the wonderful improvements that have been made, to make railroading safe for passengers and employees. While reviewing the past, we cannot help but wonder how any of us escaped injury.

Because of the enormous loss in property and life, it was necessary for the railroads to do much research work, and develop an expensive signal system, train control, better track and equipment construction, as well as make an exhaustive study of accidents and their cause and prevention. The result we can see today when you realize that your family and yourself are safer in a railway passenger coach than in your own home.

We have therefore done very well for our passengers, but not so well for ourselves, as we still have employees getting hurt and investigation of these injuries show that all of them except 1½ per cent are due to non-observance of the rules. When we are confronted with this fact, it is time to stop and take stock of ourselves.

There is only one practical safe way to railroad and that is to first understand the rules and their practical application in our every day work, and then apply them continuously while in service. The Book of Rules of the A.R.A. under which we operate, is one of the greatest documents every penned by man. There is no code by which so much life and property is handled in the world today, except the constitu-

tion of the United States. The most intelligent railroad men of all time have spent years of study, formulating the rules given us, and have taken into consideration all the elements that train and railroad operation meet with in their use and observance, and they are the only safe rules by which to run a railroad successfully, and at the same time hold our jobs. The railroad today cannot afford to have unsafe men, nor can other employees afford to have such men in their ranks.

Some of us are prone to take the lines of least resistance and gradually develop a book of rules of our own. This book does not balance up, nor is it air-tight like the company rules and the result is, that sooner or later trouble develops. It is easy to see that the company pays the bill, and we look for a job. Adherence to the rules is first-class insurance that there will be no bills to pay, and our life, limb and job are secure.

Perhaps the greater responsibility rests with the men who operate the trains—an accident involving a fast train is generally a bad one, costing a heavy toll in life, limb and property. Road men must thoroughly understand the rules and apply them in their work in the correct way; must keep in mind all orders, speed restrictions, time and signal indications. Keep in a peaceful state of mind and refrain from unnecessary conversation or reading on the road, size up the possibilities of each situation they meet, taking prompt and positive action as they are directed to in the rules.

It is a sad thing to see the record of unnecessary personal injuries which occurred just because somebody was taking a chance that the rules forbid. Because someone wasn't alert and didn't perform his duty. Because someone wasn't a good railroad man and failed to do his work well.

Two Seasons Work



West Iowa Division Extra Gang



IN the above picture we have, from left to right, Roadmaster J. A. Cherwinkler, General Foreman E. M. Bayliss, Foreman Leo Cross, Foreman Fred White, Machine Supervisor Tom David, Asst. Foreman John Hurd, Timekeeper George Ackerman, Asst. Foreman Ray Cross, and Machine Operator Joe David.

This picture shows the extra gang of 75 men employed on the west Iowa Division under Roadmaster Cherwinkler and General Foreman Bayliss, which completed two seasons work without a reportable lost time injury, a very commendable record.

In the year 1930 the work was started April 16th and continued until July 10th, during which time the tracks between Perry to a point two miles west of Herndon were surfaced, a distance of 26 miles. In 1931 this same supervisory force, with a similar gang of 75 men, started work on April 16th at a point two miles west of Herndon and completed the job on October 24th at Manilla surfacing 93½ miles of track. This extra gang handled all maintenance work, such as raising track, putting in new ties, distributing ballast, dressing track, putting on tie plates and rail anchors, lining and gauging.

Roadmaster Cherwinkler and his supervisors deserve a lot of credit for the way this gang performed, as none of them overlooked an opportunity to caution the men about the safe and proper way of handling their work. Safety bulletins were posted in the cars and the subject of safety was discussed with the men every day. When the gang was disbanded the extra gang laborers were as much enthused over the fine record made as were the supervisors.

A Strong Safety Advocate



Clifford E. Spicer

he received under Foreman Aust and is a strong safety advocate. He has a record of 29 years service without an injury to himself and he has never been the cause of an injury to a fellow worker.

THIS is a picture of Section- Laborer Clifford E. Spicer working on Section 20, Pardeeville, Wisconsin.

Mr. Spicer entered the service on September 25th, 1902, working under Section Foreman Charles Aust and Roadmaster Robert Whitty. He attributes his good safety record to the early training



George W. Hays

The Record of a Veteran in th Service, George W. Hays of Richland Center, Wis., Retires

ON NOVEMBER 1st, 1931, Mr. George W. Hays, residing at Richland Center, Wisconsin, made application for retirement after fifty-four years of service with The Milwaukee Road.

Mr. Hays writes of his long service and gives some of the interesting events of the years. He says:

During the winter of 1877 and '78 I worked with a surveying party then making a preliminary survey for a narrow gauge line from Waukon to Decorah, Iowa. I was not sixteen years old and that was a very cold winter, 30 to 40 degrees below zero part of the time. I was what they called the back flagman, and a cold job it was. After a short time I got to be rear chainman and this kept me moving and warmer.

During the summer of 1878 I worked with the surveyors making a survey of what is now the line from Reno to Preston, Minn., also on the line we now call the Cascade Line, which is still a narrow gauge.

In 1879 I went up on the Southern Minnesota Railway, now a part of the I. & S. M. Division and worked with the surveyors locating that line from Flandreau west to Woonsocket, and from Egan to Sioux Falls; and helped to survey out the towns of Egan, Madison and Howard, S. D.

When The Milwaukee bought the C. C. D. & M. R. R., about 1880, I think, I came back and worked under Frank Adams, during which period we practically rebuilt the Dubuque Division. I remember helping Mr. Adams set the stakes for the present passenger station at Dubuque. It was Sunday, and we laid out a few of the switches at the freight depot the same day.

In 1886, The Milwaukee Company built the line from Sioux City to Manilla and I went there as rodman to work with W. W. Reed. Those were exciting times around Sioux City. W. J. Underwood was superintendent of the Jim River Division, and I remember one day, Mr. Reed being sick that Mr. Underwood and I set the stakes for the bridge over the Floyd River.

One day while at work I fell striking

my knee on a rock. It hurt some at the time, but after a few days it got so bad the doctor made me go to bed and I stayed in bed for two months, when the doctor said he would have to amputate my leg. But I went back home, and I still have my leg, but I walked on crutches for nearly two years. Still have trouble with my knee at times.

I tried learning telegraphy, but had no musical ear, so gave it up. The winter of 1889 I started working as tie inspector under J. B. Moll, and have been in that work ever since, until the present time when my feet and legs began to fail me, forcing me to retire.

My observations and reminiscences while engaged in railway work would fill several volumes.



Section Foreman Charles Nelson

MET Section Foreman Charles Nelson of Hudson, S. D., who has been in the service for 35 years. He has served as a Section Foreman for 32 years, working a force of from one to 15 men, and during that period did not have an injury to himself or any of his men.

On page 12 is Section Foreman Hans Olsen, in charge of Section No. 64 at Auburn, Wash., on the Coast Division, who works under the supervision of Roadmaster George Nick.

Mr. Olson entered the service on Lines West on the Dodge Section at Miles City, Mont., April 3, 1909, and in November of that year he was transferred to Sumner, Wash., on the Coast Division, where he remained until March, 1919, when he was transferred to Auburn, Wash., where he is at the present time.

During Mr. Olson's 22 years of service, he has never had a lost time or reportable injury either to himself or any of his men, working an average of from three to four men per day.

Mr. Olson informs us that he has learned the value of Safety through his experiences and makes it a point to discuss Safety with his men every day, which, of course, accounts for his good record.

Clear Records

During the month of November, 1931, there were 14 divisions that had clear reportable injury records and those with the star prefix also went through without a lost time injury, as follows:

- *D&I
- SC&D
- *Terre Haute
- *Des Moines
- *Madison
- *Wisconsin Valley
- *Milwaukee Terms.
- Iowa & Dakota
- Iowa & So. Minn.
- H&D
- *Twin City Trml.
- *Trans-Mo.
- Rocky Mountain
- *Idaho
- Sleeping & Dining Car Dept.

Fourteen

Safety Records

Did you make a resolution to go through the new year 1932 without a personal injury? If not, you had better do so because that is one of the best resolutions you could ever make.

When you have the determination at heart that you are going to perform your duties in a safe manner so as to avoid being injured and that you are going to assist in every way possible to prevent injuries to your fellow-workers, then you have gone a long way toward advancing the safety movement for your own benefit. Safety is what you make it. When you sincerely believe in it, you will naturally follow out the safety rules and use only safe practices, you will caution your fellow-workers, you will attend the monthly safety meetings and you will be ever alert and watchful to protect yourself from personal injury. The scoffer ultimately becomes involved in a personal injury accident because he does not believe in the principles of safety and because he feels it is somebody else's problem in which he is not concerned. Such employees fail to realize that they are not alone in the world, but that they have dependents who rely upon them for support and, therefore, have trust in them to the extent that they will perform their duties in a safe manner. Can you afford to disregard the feelings of those who are dependent upon you? Can you afford to shirk that responsibility?

The trouble with a great many employees is that they fail to visualize the importance of safety from all angles. Like most everything else, you get out of safety as much as you put into it.

It is anticipated that at the close of the year 1932 a safety record second to none will be established on the Milwaukee Road. In order to make this possible, it will be necessary for each and every employee over the entire System to give serious consideration to the part which he has to fulfill. Above all other things, he must first fully appreciate the law of self-preservation and guard against injury to himself. He must also bear in mind that he is his brother's keeper and, therefore, is obligated to assist so far as he is able to do so in protecting his fellow-employee from being injured.

It is important that you bear in mind the rule "Safety is of first importance in the discharge of duty." This rule means that safety must be given consideration above everything else. It is necessary, therefore, that you apply forethought in carrying out your work. When plans are carefully laid out and you know the safe course to be taken, an injury cannot possibly occur.

Please bear this in mind throughout the entire year 1932 and throughout the rest of your life. You will then be able to have a record similar to that of a great many other employees on our railroad who have gone through an exceptionally long period of years without a disabling injury.

The contest records for the ten-month period ended October 31st, 1931, show the following officers on the top of the list in their various groups:

| Name | Title | Division |
|----------------------------|--|----------------------------|
| B. F. Hoehn..... | Superintendent | Wisconsin Valley |
| G. E. Passage..... | Master Mechanic | Terre Haute |
| F. D. Campbell..... | Asst. Supt. Car Dept..... | Lines West |
| (Classed with D. M. C. B.) | | |
| M. M. Harrington..... | Trainmaster | Wisconsin Valley |
| W. C. Blase..... | Traveling Engineer..... | Twin City Terminals |
| H. B. Christianson..... | Division Engineer | Iowa |
| A. H. Hobert..... | Roadmaster | Dubuque & Illinois |
| Tom Koga..... | General Foreman in Charge of Large Extra Gang..... | Rocky Mountain |
| O. E. Blake..... | Chief Carpenter | Trans-Missouri |
| G. W. Dahl..... | General Yardmaster | Dubuque & Illinois |
| J. P. Fahey..... | Agent, Large Freight House..... | Minneapolis, Minn. |
| D. B. Rivers..... | District Storekeeper | Northern District |
| J. F. McConahay..... | Signal Supervisor | Middle District |
| J. G. Wetherell..... | Asst. Engineer | Milwaukee Grade Separation |
| Al Pentecost..... | Loco. Shop Supt..... | Tacoma, Wash. |
| G. Reichart | Car Shop Supt..... | Milwaukee, Wis. |
| J. J. Roe..... | Supt. Rail Mill..... | Savanna, Ill. |

The personal injury figures for the month of October and the ten-month period, 1931, are as follows:

| | October, 1931 | | | October, 1930 | | | Increase or Decrease | | |
|------------|---------------|-------------|-----------|---------------|-------------|-----------|----------------------|-------------|-----------|
| | Fatal | Report-able | Lost Time | Fatal | Report-able | Lost Time | Fatal | Report-able | Lost Time |
| Lines East | — | 8 | 9 | — | 15 | 5 | — | —7 | +4 |
| Lines West | — | 2 | 1 | 1 | 4 | — | —1 | —2 | +1 |
| System | — | 10 | 10 | 1 | 19 | 5 | —1 | —9 | +5 |

A decrease of 50 per cent in reportable cases.

| | 10 Months, 1931 | | | 10 Months, 1930 | | | Increase or Decrease | | |
|------------|-----------------|-------------|-----------|-----------------|-------------|-----------|----------------------|-------------|-----------|
| | Fatal | Report-able | Lost Time | Fatal | Report-able | Lost Time | Fatal | Report-able | Lost Time |
| Lines East | 7 | 116 | 99 | 16 | 244 | 154 | —9 | —128 | —55 |
| Lines West | 1 | 18 | 20 | 6 | 69 | 43 | —5 | —51 | —23 |
| System | 8 | 134 | 119 | 22 | 313 | 197 | —14 | —179 | —78 |

A decrease of 58 per cent in reportable cases.

The Wabasha Pontoon

New Bridge to Replace Old Pontoon

L. W. PALMQUIST

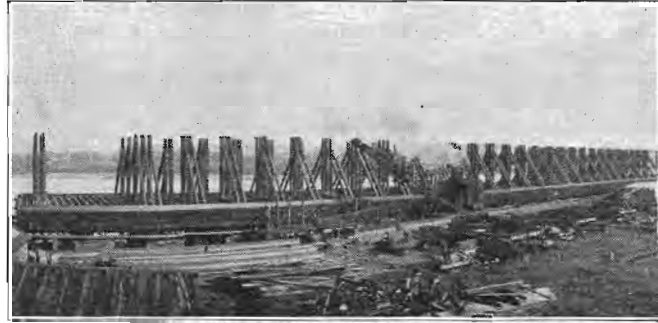
THE old boat yard at Wabasha is now the scene of considerable activity as the launching date for the new pontoon now being constructed draws near. To the uninitiated it would appear that the boat building industry, which has been dormant at Wabasha for some time, has suddenly been revived.

We are undertaking the construction of a new pontoon boat for the Chippewa Valley Line. The Wabasha Pontoon carries our track across the Mississippi River at the lower end of Lake Pepin near Reads Landing. The pontoon forms a movable link in a long bridge across the Mississippi bottoms. On the Minnesota side of the river proper we have a 1,017 foot pile trestle approach to the pontoon and on the Wisconsin side we have a 1,374 foot approach consisting of a 105 foot steel pony truss span and 1,269 feet of pile trestle.

The pontoon now in use was constructed in the fall of 1907 and will soon be replaced by this new and larger boat now under construction. The old pontoon measures 40 feet by 396 feet. The new boat is to be 50 feet by 396 feet, a considerable increase in size made necessary to accommodate the KI type engines.

Preliminary work in connection with the construction of the pontoon was started on August 18th. Preliminary work consisted in the construction of a 500 foot spur track leading to the construction site for the handling of materials and for the operation of the locomotive crane in handling the timber during the time of construction. Erection of the falsework was started on

general foreman A. Westerberg of Seattle, Wash. Mr. Westerberg is quite familiar with this type of work as he



Full View, Showing Locomotive Crane Handling Timber. Supply Yard in Foreground

has supervised the framing of timber Howe spans out west and he is now trying his hand at boat building. Mr. Westerberg has as his assistant B. & B. foreman Herman Wills of the River Division.

To give one an idea of the magnitude of the job it is but necessary to list the materials that are to be used to complete the job. The boat itself is to be constructed entirely of creosote treated timber. Some untreated timber is to be used above the deck and the floor beams are to be of steel. Creosoted timber bents are to be used to hold the timber blocking upon which the track or floor beams rest.

In the complete job 600,000 F.B.M. of creosoted timber will be used and 42,000 F.B.M. of untreated timber. It will require 125,000 pounds of structural

8x16 timbers laid flat on blocking spaced every eight feet. A running rail or skid timber will be placed on top of the 8x16 timbers using 3x8 oak strips. Before the pontoon is lowered to the skidways eight sets of anchor piling will be driven on the river bank above the launching ways. The anchor piling are to be driven in clusters of three for each set. Eight cables will then be slung under the boat passing over the top with both ends anchored to the piling. A short gap will

be left in each cable on the deck in which a two-inch Manila rope will be inserted. All ropes are to be cut simultaneously at the time that the boat is to be launched.

Three quarters of a million feet of timber and 265,000 pounds of steel and hardware will be framed and placed before the job is complete.

New hinge and button piers are to be driven at the site where the new pontoon is to be used and the work on this portion of the job is to be started soon.

It is estimated that the new pontoon and all necessary work in connection with the construction will cost \$72,000, and it is reported that the new pontoon will be in service early in January.

It Was a Good Idea

The proprietor was showing a Scotch friend through his store. When they came to the knife counter he presented him with a jack-knife.

"But remember," he said to the Scotchman, "you must give me a penny so it will not cut our friendship."

The Scotchman put his hand in his pocket but could find only a nickel. This the proprietor could not change.

"Well," said the Scotchman, "I guess you'll just have to give me four more knives."

Oh!

He (angrily): "Do you believe everything every fool tells you?"

She: "Oh, no, darling. But sometimes you do sound so plausible."

Suitable Work

Boss: "What does this mean, Jim? Why aren't you carrying those bricks?"

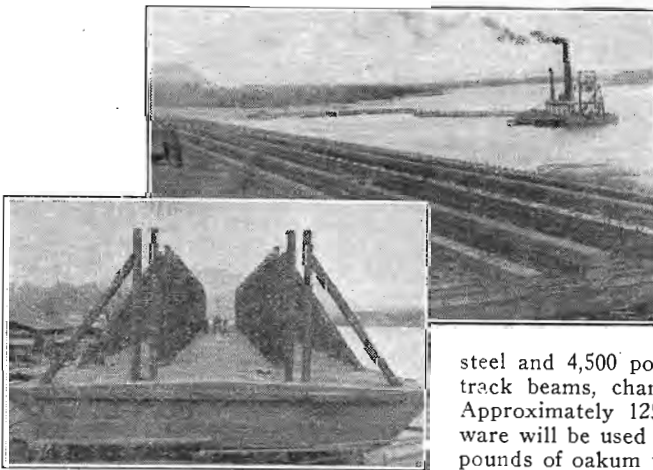
Worker: "I ain't feeling so well. I'm all a-tremble."

Boss: "Oh, are you? Then just get busy with that sand sieve."

Yeah!

Kindly Old Lady: "You say you've been on the force eight years? Why haven't you some service stripes on your sleeve?"

Cop: "I don't wear them, lady, they chafe my nose."



Above: Early Stages, Showing Bulkheads Being Placed. Below: Looking Down the Deck. System of Blocking Shown

September 17th and the actual work on construction of the pontoon was started on October 7th.

Chief Carpenter John Ostrom is in charge of construction and has as his

steel and 4,500 pounds of cast steel for track beams, channel irons and plates. Approximately 125,000 pounds of hardware will be used in the boat and 10,000 pounds of oakum will be driven into the seams for caulking.

The falsework and skidways, no small portion of the work, will require approximately 100,000 F.B.M. of timber. The skidways are to be built on a 12.5 per cent grade and skids will be spaced at twenty foot centers for the length of the pontoon. Skidways will be built using

AMERICAN LEGION

MILWAUKEE ROAD POST NO. 18

Milwaukee, Wis., Nov. 17th, 1931.

TO ALL EX-SERVICE MEN OF THE MILWAUKEE RAILROAD:

Milwaukee Road Post No. 18 of the American Legion is an organization composed of World War Veterans who are in the employ of the C. M. St. P. & P. R. R. Co. All men who served in the armed forces of the United States during the World War and who are now employes of the Milwaukee Road are eligible to membership in Milwaukee Road Post No. 18.

The American Legion has over one million members and the benefits derived from belonging to this great ex-service men's organization are numerous and all persons who are eligible should join. Your interest in the relief of your disabled and UNEMPLOYED comrades can be expressed effectively through the Legion. Every piece of legislation beneficial to ex-service men has found the Legion behind the wheel. The American Legion is fostering and promoting patriotism and engaging in other unselfish activities for the good of the public. Your Legion membership entitles you to a free subscription to the American Legion Monthly and also any of its State editions, such as the Badger Legionnaire. You will become a member of the strongest organization of World War Veterans in the United States. The American Legion's highest purpose is to insure that the ideals and traditions for which we fought may be preserved in our country now and for all time to come.

IT IS YOUR DUTY AND TO YOUR BENEFIT to assist in carrying on the ideals and work of the American Legion, and it is urged that you write to any of the officers listed below for further information or send in your membership application with \$4.00 yearly dues. If you are not in a position to make payment of the entire amount at one time, we will welcome any portion of it and the balance can be paid when convenient. We desire your support which is the most essential requirement to carry on the work.

As an employe of the Milwaukee Railroad it is to your advantage to assist the Milwaukee Road Post No. 18 in any of its activities in behalf of the Milwaukee Road.

DO NOT FAIL TO ASSIST IN CARRYING ON THE IDEALS for which you fought, and mail your application AT ONCE.

E. L. Solverson, Adjutant,
c/o General Storekeeper, Milwaukee Shops, Wis.
924 So. 20th Street, Milwaukee, Wis.

E. Moran, Commander,
2616 No. 37th Street, Milwaukee.

Ray Wiesner,
2231 No. 40th Street, Milwaukee.

Chas. Polcyn, Service Officer,
2631 West National Ave., Milwaukee.

A. B. Carroll, Membership Chairman,
1124 West Michigan Street, Milwaukee.

The Magazine has been asked to give publicity to the above.

tinuous whoopee. In the picture we find the blind chief of the Winnebago Tribe with his bride.

The park board, headed by Dr. C. A. Salter, purchased the ground (which is now Riverside Park) several years ago and have built up one of the finest parks owned by any small city in the state. This has been made possible by funds obtained by these Indian Powwows. The park now has a fine swimming pool of running water made by constructing a five foot dam across Yellow River. One of the finest baseball grounds in the state and many other natural features which appeal to the nature-loving population of Pittsville and surrounding community. The park also has a kitchen with a large range and numerous tables to be used free of charge by the various community clubs. Live Stock Clubs, Homemakers Clubs, and associations when holding their annual picnics. The Park Board, with its annual Indian Powwows has plays an important part in making the little Hub City and its surrounding territory one of the best spots in Wisconsin in which to live and also in building up a friendly spirit between the Indians and the white man. The receipts of the powwows are always split, fifty-fifty, with the Indians which makes it a source of revenue to them, that is very much appreciated by them.

Mrs. E. A. Meyer Winner in Safety Contest

Mrs. E. A. Meyer, wife of the superintendent of the Superior Division is a lady of versatile talent and wide accomplishments. She can write verses easier than the most adept extempore after-dinner orator, can utter platitudes; and what she undertakes in whatever line, whether it is boosting for the Women's Club or winning prizes on Safety Contests, she makes it "go."

A Milwaukee newspaper staged a contest recently on "Safety of Automobiles" in which Mrs. Meyer was the winner with the following verse:

"Let's cut out the mad rush and great speed,
Observe traffic rules we've rejected.
Better arrive at our date a few minutes late
Than in Eternity before we're expected."



In Pittsville, Wisconsin

PITTSVILLE is located in the exact center of the state, on the Wisconsin Valley Division of the Milwaukee Railroad, on the banks of the Yellow River. It is becoming more and more famous for its annual Indian Powwows.

Sixteen

Here is where the numerous tribes from the state and various other states meet each year and participate in the numerous dances to the beat of the tom-tom.

Last summer closed the sixth successful annual event of this kind which was held in Riverside park, Pittsville, Wis., with about five hundred. Indians camped on the grounds, all "heap much" tired from three days of con-

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Members Entered on Pension Roll November, 1931

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of November, 1931:

| Name | Occupation | Division or Department |
|---------------------|----------------------|-----------------------------------|
| Thomas F. Akers | Section Laborer | Iowa Division |
| William A. Brossard | Locomotive Engineer | La Crosse and River Division |
| John H. Brown | Clerk | Twin City Terminal |
| John Crowley | Boilerwasher | Iowa and Dakota Division |
| George W. Hays | Tie Inspector | Purchasing Department |
| Mike Heffernan | Section Foreman | La Crosse and River Division |
| Hugh L. Jones | Section Laborer | Madison Division |
| Henry Knight | Pumper | Iowa Division |
| Peter McMahon | Section Foreman | Iowa and South Minnesota Division |
| Adolph Mhleisen | Boilermaker | Milwaukee Shops |
| Lucas Mortl | Carman Helper | Minneapolis Shops |
| John Newman | Section Laborer | La Crosse and River Division |
| Peter Peterson | Section Foreman | Iowa and South Minnesota Division |
| Fred H. Pfohl | Supplyman | Tacoma Shops |
| Wallace R. Pollard | Passenger Brakeman | Iowa Division |
| John S. Richardson | Section Foreman | Kansas City Division |
| Fred Schweikert | Section Foreman | Iowa Division |
| Mathias Sigwalt | Cabinet Maker | Milwaukee Shops |
| Henry B. Smith | Baggage-Man-Brakeman | Idaho Division |
| William E. Stewart | Section Foreman | Iowa Division |
| Chris. Warning | Section Foreman | Iowa Division |

C. W. MITCHELL, Secretary-Treasurer.



SAID TO BE HUMOROUS



A Treatise on the Banana

(As the Japanese Schoolboy Would Have Written It.)

The Banana are a remarkable fruit. He are constructed in same architectural style as hon. sausage. Difference being, skin of sausage are habitually consumed, while it are not adviceable to eat rapping of banana.

Perhaps are also intrisic the following differences between the two objects:

Banana are held aloft while consuming; sausage usually left in reclining position.

Banana are first green in culler, then gradual turn yellowish. Sausage start out with indifferent culler (resamble terrier cotta) and retain same hue indefinitely.

Sausage depend for creation, etc., upon human being or stuffing machine, while banana are pristine product of hon. mother nature.

Both article resamble the other in that neither have pit or colonel of any kind.

In case of sausage, both conclusions are attached to other sausages; hon. banana, on opposite hand, are joined on one end to stam; other termination are intirely loose.

And finally, banana are strictly member of vagitable kingdom, while affiliation of sausage often are undecided.—Fruit Despatch.



"For Heaven's sake," cried the nervous patient, "when are you going to operate on me?"

The white clad figure carefully replaced the sheet and prepared to resume his journey.

"Darned if I know, lady," he said. "We're just painters here."

Scotch—No. 287,493

Sandy Mactavish got married. He went to Niagara Falls on his honeymoon. While strolling around the Falls he met a friend. After congratulating Sandy, the friend asked, "And where is the little bride? Back at the hotel?"

"Oh, no," replied Sandy. "I left her back in Philadelphia. She seen the Falls."

Could Be Better

A Swede farmer who lives down on the North Sound came into Bellingham recently to apply for naturalization papers. The judge asked him: "Are you satisfied with the general condition of the country?"

"Yah," said the Swede.

"Does the form of government suit you?" queried the judge.

"Yah, bane all right," answered the Swede, "only Ay would like for see more rain."



History Note

The school board visited the school at Tereida Inlet the other day, and of course the principal put his pupils through their paces for the benefit of said austere board.

"Henry," he asked, turning to one boy, "who signed Magna Charta?"

"Please, sir, 'twasn't me," whimpered Henry.

The teacher, in disgust, told the boy to sit down; but old Jed Smith, chairman of the

MOGUL MIKE Says:

I see that our good old railroad has added another year to its string of "No passenger fatality" years.

In the last fourteen years more than 150 million travelers have altogether journeyed more than ten billion miles on our trains. Only one of them was fatally injured in a train accident! That's surely a record and we who have helped to make it should be proud of it. We railroaders believe human lives are worth protecting and we're making good on the job. It's a strong talking point.



tobacco-chewing board, was not satisfied. After a well-directed aim at the stove, he said: "Call back that there boy. I don't like his manner. I believe he did do it."

Dad's Little Helper

Bump: "Has your wife learned to drive the car yet?"

Bumper: "Yes, in an advisory capacity."

Not That Hungry

K. P.: "I'm hungry. I got an awful headache."

Mess Sergeant: "What you need is exercise. Why don't you take the axe and get on that wood pile?"

K. P.: "Sorry, Sarge. I ain't got no splitting headache."

Way of the Cross

"Heard about the fellow who tried to beat the train to the crossing?"

"Did he get across?"

"No, but he will as soon as the tombstone maker finishes it."

Chaplain (to prisoner in electric chair)—Can I do anything for you?

Prisoner—Yes. Hold my hand.



Policeman (to intoxicated man who is trying to fit his key to a lamp post): "I'm afraid there's nobody home there tonight."

Stude: "Mus' be. Mus' be. Thersh a light upstairs."

The owner had just insured his building against fire.

"What would I get," he asked the agent, "if my building was to burn down tomorrow?"

"Oh, I would say about 10 years," replied the insurance man nonchalantly.

"Now tell the jury, lady," instructed the young lawyer, "just where the prisoner was milking the cow."

The young lady, a trifle embarrassed, smiled sweetly and replied, "Why, I think it was just a little back of the center, sir."

Joy

A small boy was watching a bright glow in the sky with the utmost delight.

"I am glad you admire the beauties of Nature, my son," said an old gentleman.

"That's not a sunset," replied the boy with a grin. "That's our school on fire!"



Tennessee Man Tells Why Times Are Hard

(Texas Pythian Banner-Knight)

ONCE in a while a man will step forth and tell what's the real matter with himself, instead of letting some promoter of a job for himself do the telling. And, when one of these does a real trick of confession, he is apt to tell something interesting. Here is a confession that is worth reading and filing for future reference:

"Dear Mr. Editor:

"There seems to be so much talk about our so-called Republican prosperity, I believe it is my duty to write my views on same, and help to analyze the situation so far as possible, so's we can make up our minds we had ought to change our ways of living and so forth.

"I have taken my own case, for instance. I see my mistakes and many others have acted likewise. I bought a Ford instead of a farm, and it is worn out, but the farm I figured on is still okeh. I invested in a radio instead of a cow, and the radio gives static instead of milk.

"I am feeding five nice hounds, which answer to the names of Red, Red Wing, Slobber, Jake and Bayrum, instead of five pigs. I had our piano tuned instead of the well cleaned out. I spent all my cash in 1928 and used my credit in 1929, and traded up my future wages on installments in 1930, so hard times caught me in bad shape last fall.

"If I had only spent my last \$10.00 for flour and meat instead of gas and oil I would have been okeh. I built a nice garage last year instead of covering my barn, and loafed in a mountain for two weeks instead of being in the pasture fixing it so my cow won't get out; but she is dry and mortgaged to boot for two blankets from an agent instead of paying the preacher.

"I am on a cash basis now, but I ain't got no cash. I am tied to the end of my rope and the man I am working for is busted on account of nobody wouldn't pay him, and his cotton won't sell 'cause nobody won't buy cotton clothes. All the gals wear slick silky stockings and silk underwear right here in our cotton patch. I had \$4.00 saved up for a rainy day but it turned dry and I spent it for two inner tubes.

"I tried hard to make both ends meet with a turnip patch, but when I got turnips ready to sell, everybody else was selling turnips or nothing and the market was glutted. I am worried plum to the bone and my wife's kinfolk are coming over next Tuesday to spend two weeks.

"Write or phone if you hear of any relief from the government coming down my way, I am willing to be a Democrat or a Republican for a few weeks if that will help out any.

"Yours very truly (In pain),

"MIKE CLARK, R.F.D."

The Agricultural and Colonization Department



The Matt Peterson farm near Merrill, Wis. This farm was a virgin hardwood forest only a few years ago. Many of our cities' unemployed are now moving to nearby cut-over lands and beginning to build duplicates of the Peterson home.

Plywood and Etchings Find a Wide Market

DID you ever try to name all of the things you could that are made from wood? If you did, you must have had quite a long list.

Out at Aberdeen, Washington, the lumbermen are constantly on the alert to find uses for their timber, due to the fact that lumber substitutes have robbed them of much of their one-time market. In that vicinity, they are now manufacturing from fir, spruce, hemlock, alder and other native species: vanity boxes, ash trays, cigarette, cigar and tobacco jars, many novelties, doors, lath, shingles, plywood, veneer, butter tubs, lard tubs, box shooks, sulphite pulp, paper, aeroplane spruce, piano keyboard backing, chairs, kitchen fixtures, wood gutter stock, foundry, woolen mill, canners and shipyard stocks, as well as a complete line of lumber building materials. Other articles manufactured from wood out in this west coast region are ironing boards, table tops, aeroplane wing beams, ladders, pastry boards, bread boards, meat boards, surf boards, and etchings for interior finishes. Now you can probably add a number of other uses for wood to your already long list.

Two uses to which wood is put by these western lumbermen and manufacturers have particularly interested this department. One is plywood. It is made by gluing several thin sheets of wood, peeled from logs, together. The grain in each of the sheets of wood is crossed in the gluing process. Many shapes of material can be made by this method. When finished, the completed product has unusual tensile strength. Already over 25 carloads of this plywood have been used in the construction of the Century of Progress buildings to be used for the 1933 Exposition in Chicago.

Another product of interest is the wood etchings. They are made by two methods. One is to put laminated rub-

ber stencils over the wood and cut the wood out of the openings by blasting sand into these spaces. Water scenes, woodlands, animals, Greek figures and common stencil forms can be easily made on the wood. An artist's brush finishes the job. For small etchings, wire brushes are used to wear away the wood in the open spaces.

These etchings are used to finish the walls of hotel and club lobbies, halls, office buildings, restaurants, other public buildings, and, lately, they have found their way into the decorations and finishings of private dwellings. No doubt, they will be further used as time progresses.

Surely there is no danger of our reforested areas not producing a profitable crop of timber, a generation or more hence, especially if we allow our American inventive geniuses to continue to have their usual liberties.

Water on the Land Often the Key to Locked-Up Treasures

IN the large state of Montana there are a number of irrigation projects tributary to The Milwaukee Road. Of these projects, only four are now being operated near capacity. The remainder are in various degrees of inactivity because of economic and physical conditions apparently beyond the control of local groups.

Careful surveys of some of these inactive projects definitely establish the fact that they are based upon sound economic need and are sound possibilities from the viewpoint of water supply, soil productivity, climatic conditions and public demand. Some day they will be completely developed and when that time arrives, they will provide a large number of additional homes for permanent farmers.

A preliminary estimate, by competent authorities, shows that capacity operation of all these projects would increase

the tonnage over The Milwaukee Road by approximately 7,500 cars annually. This tonnage, according to these estimators, would be materially increased as the projects become more intensely operated and new settlers become better acquainted with local conditions.

All the foregoing possibilities do not include vast areas that are still unsurveyed. These possibilities lie along live streams where water is running to waste, such as the Yellowstone River, Musselshell River, Tongue River, Powder River and Judith River. These surveys show that sufficient water may be impounded in these streams to adequately supply every one of the ranchers with irrigation waters for watering the areas devoted to winter feeds and also supply their herds with drinking water. If developed many dry ditches would be active again and many ranchmen now wondering about their future would be made secure citizens with little to worry about. With development these projects would be stabilizers of Montana farming and not, as some think, cause overproduction.

Then there are individual projects where flood waters may be impounded for stock usage or for flood irrigation. Nearly 500 acres of land in Milwaukee territory was added to the irrigated area of Montana during 1931 by this method. D. B. Noble, agricultural development agent for the road, reports that there is much increased interest in private flood water projects in territories along The Milwaukee Road. Our department is regularly being called upon to assist with surveys and that of giving advice leading to the construction of these individual irrigation projects.

The stabilization of agriculture in a large part of Montana rests most assuredly upon the ability of the local area to secure water for its farms and ranches. Having an adequate supply of water for crop production, the farm and ranch owners become permanent fixtures in their respective communities. As people build homes and make investments most freely in areas where financial success is to be had, it is only obvious that this department should lend its assistance to the folks in Montana who are located where water is necessary and may be obtained for the operation of their farms and ranches.

Some day we hope there will be more areas like those surrounding Fairfield, Billings, Missoula, Bozeman and other towns in the state where water has stabilized the agricultural industry of the area and made it possible for people to prosper and build homes, schools, churches, roads, towns and businesses that are enduring and are an asset to their owners, their county, their state and their nation.

No one questions the productivity of Montana soils. No one doubts the statement that Montana offers home areas for thousands of more farm families, but the key that will unlock the treasures of her soil is water. We commit ourselves to the job of helping to find that key. And with that key, we hope to help unlock the door that is barring the development of a great state.

Williamson Takes New Series of Photos

"BELIEVE it or not," hundreds of folks are finding a way to get back on to a farm. Many of them are making purchases while others are leasing farms. Every day this department receives requests for information about good lands along our line.

To be better prepared to give accurate information to prospective settlers, C. C. Williamson, company photographer, recently made a trip to Upper Michigan and northern Wisconsin where he secured many pictures of farm lands, farm buildings, crops, live stock, farm markets, such as creameries, cheese factories, etc. These will be assembled into portfolios so that anyone interested may see just what this northern country affords in the way of farms as well as illustrate the opportunities to be had.

In addition to these portfolios this department is preparing a new folder entitled, "A Farm Home in Wisconsin or Upper Michigan." In that folder there will be several scenes Mr. Williamson has photographed. The folder should be in the hands of all Milwaukee employees who feel that they can use them to advantage. A letter sent to this department will bring you yours.

Getting Ready for 1932 Building Our Program for the New Year

EACH new year brings with it new problems, new conditions to be met, new people to contact, new emergencies, new opportunities for assistance, new hope, and new barriers to be swept aside. To be prepared is the first duty of those who would serve best. To be able to properly meet the new year so that it in turn may be an asset to us all was the purpose of our annual conference.

The week following Thanksgiving, Chicago is host to thousands of the world's leading agricultural leaders. They come from all parts of the globe to hold their annual conventions and discuss the foremost problems of the day. Grasping the opportunity to "sit in" at many of these meetings and glean from them information of value to us, is one reason why the members of our department always hold their annual conference early in December.

During the department conference

every member has the opportunity to contribute to the general discussion. Ideas are set up, defended and assaulted. Each idea is on trial. Obviously many an idea is sent to the scrap heap and only a few stand the test of trial before the foregoing jury.

A few of the ideas that found consideration at the recent annual conference were: "How can we better acquaint the western ranchman with the advantages of one road feed in transit privileges?" "Flood irrigation for stabilizing ranching in semi-arid districts"; "Introducing higher yielding, better quality seeds for reseeding drouth areas"; "Securing economical, acclimated breeding animals for restocking depleted range areas"; "Disease and its relation to the distribution of agricultural products"; "Creating market demand for fruits and vegetables from relatively unadvertised growing areas"; "Maintaining productive soils with lime, legumes, and commercial fertilizers"; "Extending the finishing areas for western grown cattle and sheep"; and these



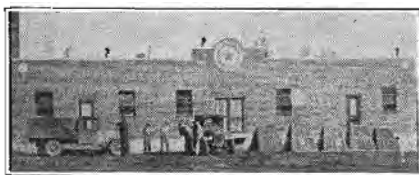
A Kittitas Valley flock of sheep.

were only just a few of the ideas discussed to indicate how closely the problems of farming and railroading are interwoven.

Future Farmers—4-H Clubbers Make Annual Trips to National Meetings

OUR annual tour of good will ambassadors has come to a close. Two hundred and twenty-nine boys and girls from the states we serve have made their trips to the Future Farmers of America convention and the National 4-H Club Congress. These meetings were held in connection with the American Royal Live Stock Show in Kansas City and the International Live Stock Exposition in Chicago.

These boys and girls were able to



From this Stella Cheese Factory at Mass, Michigan, has come the prize winning Italian cheese at the last three National Dairy Shows. This is the highest honor that can come to the product of an American factory.

make the trip largely because of the co-operation of our road. Each one who made the trip was a selected member of the Vocational Agricultural high school students and 4-H Club members of the states served. Only the very leading individuals of these organizations were privileged to make the trip so that each one was really the "cream" of this year's crop of youthful agriculturists in Idaho, Illinois, Iowa, Minnesota, Michigan, Missouri, North Dakota, South Dakota, Washington, Wisconsin and Montana.

Already many letters and reports are coming to us from the youngsters who made the trips as well as their leaders and parents. These letters are full of praise for The Milwaukee and its service, as well as offers to reciprocate when the time and opportunity shall present itself.

Truly these trips have contributed much to the future upbuilding of the farming communities we serve as well as knighted a new corps of good will ambassadors for the road for many years to come. Youthful impressions are never forgotten.

Good Apples Need Selling

Moses Lake, Priest Rapids, Kittitas Fruit Must Have Buyers

THE problems involved in marketing agricultural products is just as acute as are those of marketing manufactured goods. Some authorities maintain that they are more pronounced because of the fact that the grower does not receive a large enough margin of profit to allow for adequate sales pro-

motion efforts. Anyway, several special crop growers along our western lines are having a difficult job of selling their apples, truck crops and potatoes.

Inasmuch as members of this Department assisted our range stockmen in finding an outlet for thousands of head of sheep and cattle, these special crop growers come to us, saying, "You helped the stockmen. Now it is our turn."

From information we can gather, it appears that there are thousands of boxes of select and fancy apples in our Moses Lake, Kittitas and White Bluffs territories that will not move to market unless some assistance is given the growers in locating a market. Furthermore, we are told that apples grown in one or more of these districts are equal to or superior to apples grown in some of the well known districts as far as keeping qualities, color, texture and flavor are concerned. That being the case, these apples should find buyers at some price. If they do, The Milwaukee Road will surely get its share of the transportation.

Some of you may have friends who could use a car or more of these apples. If you have and will give us the name

(Continued on page 46)

S · P · O · R · T · S

Cannonball Comment

Railroading Far Different Game from
What It Used to Be, Says
Vet Hoghead

"THIS may be th' day a' modern idears but with all th' efficiency dope, there's some a' th' old fellers left what takes delight in thinkin' a' th' olden times," Cannonball Clancy remarked, while screwing down the grease cups, preparatory to going out on his run.

"I've been wanderin' up and down this pike fer the last quarter century, an' I'll rise ta remark there's been as numerous changes in th' railroad game as any other business.

"There's as many Irish section bosses nowadays as there's wildcats in th' sub-way. It used to be that Mike Moriarity took th' section crew to an' frum work with a handcar, plus plenty a' elbow grease an' Hibernian profanity. Now, Gusippe Allieto has fallen heir to a doodle-bug, fer which Casey Jones acted as god-father, an' comes sailin' down th' main line, burnin' up the John D. acid an' tryin' to shame th' time-honored record a' th' ol' 999.

"What's doin' on th' section is also noticeabl' in th' offices. Th' ol'-time boomer pen-pusher, what chawed tobacco to spit in th' face a' th' office cat an' who drank Lydia Redham's Mineral Tonic in hopes a' becomin' like a new woman, now makes way fer a dreamy-eyed blonde, what thinks with a addin' machine, an' puts in a coupl' hours a day ticklin' th' buttons on th' front end a' a typewriter.

"In th' switch yards they're brakin' cars with 'lectricity, an' th' only use a switch hog has fer a brake club is when he's scrappin' with some shack what's bigger then himself. They've took the Johnson bars off th' 'gines ta use fer stove poker in th' bunkhouses, an' th' ol' steam goats is gettin' scrapped an' their boilers put in th' pumpin' an' heatin' stations. Th' 'lectric motor sure is puttin' th' run on th' ol' boilin' kettles, an' th' only call th' storekeeper gets fer boiler purge these days is when some tally-pot wants it fer makin' moonshine.

"First thing ya' know they'll be issuin' wrist watches, an' when that time comes I want ta be 'round to see Jack Flynn and Les McCormick rollin' up their shirt sleeves ta compare runnin' time."

Advertising

A neat office or station, courteous employees, a telephone girl with a smile in her voice, letters written and neatly typed are advertisements just as surely as words on a billboard or printed in newspapers.

Every shipment or transaction is an advertisement, a satisfied patron comes back to us again, which is the cheapest of all ways of getting business.

Every shipment or ride can be turned into an advertisement. A reputation for careful and prompt handling, courteous treatment, honest dealing and an appreciation of the public's favor will carry this company through the present period and assure them of continued support in the future.

C. M. St. P. & P. Freight Auditor's Bowling League

| | Won | Lost | Avg. |
|----------------------|-----|------|------|
| 1. Chicago | 25 | 14 | 790 |
| 2. Milwaukee | 21 | 18 | 796 |
| 3. Kansas City | 20 | 19 | 803 |
| 4. Omaha | 19 | 20 | 799 |
| 5. Twin Cities | 18 | 21 | 826 |
| 6. Seattle | 14 | 25 | 777 |

| Player | Avg. | Player | Avg. |
|------------------|------|-----------------|------|
| Gavin | 181 | Steller | 161 |
| Allaire | 135 | Becker | 167 |
| Ganzer | 144 | Stevens | 148 |
| Larson | 168 | Miller | 143 |
| Duffy | 162 | Gerke | 158 |
| Weyforth | 152 | Haidys | 171 |
| Peterson | 173 | Ewalt | 151 |
| Neuzil | 150 | Kemnitz | 160 |
| Crickard | 157 | Greenwald | 160 |
| Woelffer | 164 | Christ | 157 |
| Patock | 155 | Reinert | 162 |
| Malczynski | 180 | Riplinger | 149 |
| Oakley | 165 | Pufundt | 161 |
| Orlowski | 159 | Wayrowski | 167 |
| Tarkowski | 167 | Ludwig | 164 |

| | |
|--|------|
| High Team Series—1st, Twin Cities | 2622 |
| High Team Series—2d, Omaha | 2548 |
| High Team Game—1st, Kansas City | 930 |
| High Team Game—2d, Seattle | 928 |
| Twin Cities | 928 |
| High Individual Series—1st, Malczynski | 613 |
| High Individual Series—2d, Gavin | 601 |
| High Individual Game—1st, Ludwig | 250 |
| High Individual Game—2d, Maleynski | 244 |

The Seattle team finally came to life and won two games. Come on you Seattle boys, get after that crowd and work yourselves up to the top.

President Christ presided at the meeting held on December 5, and matters of importance were taken care of in the usual business-like manner. That-a-boy George!

Riplinger's roundhouse curve ball is getting the wood allright. 500 series are now common to Joe.

Ganzer seems to think that Body-English will knock the pins down. No, Bill, you've got to hit them with the ball. Foot-work don't count.

Can't some team take that Chicago team down a bit? Seems like they can't lose. Oh! well, they'll get in the depression some day.

Herb. Gumz of the Ticket Auditor's Office is bowling with the Luxor Cigar Team. Peterson's League piled up a score of 713 pins with games of 269, 235 and 209.

Happy New Year to all of you from all of us.

The Milwaukee Team

The first half of the split season bowling is just about over, and the "Milwaukee" team is just beginning to get warmed up. While they are now in third position in the league, they are only one game behind second place, and only five games out of first position.

Leo Huberti, Superintendent's File Clerk, is leading the team, and the league, with an average of 181; Paul B. Mueller,

Roundhouse Foreman, has second high team average with 171; and the other members of the team—Car Distributor George Scholl, Chief Clerk L. W. King, and Division Accountant Tom Walters—are following close behind, and, although their averages range downwards from 165, they are shooting some nice games frequently.

The team hopes to close up the first half of the split season in second place, and, from the way they have been going during the latter part of the first half, we believe they are going to be hard to catch in the second half.

80740 Milwaukee Magazine 12-22-31 6-15E 13½pi

MILWAUKEE BOWLING LEAGUE

STANDING TACOMA, WASHINGTON

| | Won | Lost | Total Pins | Average |
|--------------------|-----|------|------------|---------|
| Electricians | 33 | 19 | 34005 | 872 |
| Roundhouse | 28 | 24 | 33033 | 847 |
| Coach Yard | 28 | 24 | 32445 | 832 |
| Supervisors | 24 | 28 | 32573 | 835 |
| Acctg. Dept. | 23 | 29 | 32320 | 829 |
| Store Dept. | 20 | 32 | 31769 | 815 |

INDIVIDUAL AVERAGES

| Name | Games | Total Pins | Average | Handicap |
|-----------------------|-------|------------|---------|----------|
| Collins | 33 | 6070 | 184 | |
| L. Rickett | 39 | 7152 | 183 | |
| Meshnek | 39 | 6887 | 177 | |
| Johnson | 20 | 3452 | 173 | |
| Bement | 39 | 6727 | 172 | |
| Kinzner | 39 | 6632 | 170 | |
| Penowich | 36 | 6060 | 168 | 2 |
| Girard | 39 | 6551 | 168 | 2 |
| Askew | 6 | 996 | 166 | 3 |
| E. Schuetze | 39 | 6456 | 166 | 3 |
| Erickson | 9 | 1480 | 164 | 5 |
| Cline | 36 | 5900 | 164 | 5 |
| Kroha | 3 | 488 | 163 | 5 |
| Clayton | 36 | 5855 | 163 | 5 |
| James | 33 | 5338 | 162 | 6 |
| Nofke | 3 | 485 | 162 | 6 |
| Killips | 6 | 963 | 161 | 7 |
| Candler | 39 | 6200 | 159 | 8 |
| Vaterspeck | 36 | 5717 | 159 | 8 |
| Albertson | 36 | 5596 | 155 | 11 |
| Alberty | 39 | 5985 | 153 | 13 |
| Razckowski | 39 | 5936 | 152 | 14 |
| Pyette | 36 | 5459 | 152 | 14 |
| Dorsey | 39 | 5872 | 151 | 14 |
| Petersen | 39 | 5674 | 145 | 19 |
| Smith | 39 | 5629 | 144 | 20 |
| Brady | 30 | 4708 | 144 | 20 |
| L. J. Pentecost | 30 | 4248 | 142 | 21 |
| Kirkland | 9 | 1270 | 141 | 22 |
| Lundemo | 13 | 2540 | 141 | 22 |
| Reynolds | 12 | 1689 | 141 | 22 |
| Stumme | 9 | 1264 | 140 | 23 |
| A. Pentecost | 39 | 5314 | 136 | 26 |
| A. Rickett | 36 | 4812 | 134 | 27 |
| Munro | 39 | 5197 | 133 | 28 |
| Felzer | 18 | 2358 | 131 | 29 |
| Turner | 39 | 5078 | 130 | 30 |
| Hutson | 9 | 1159 | 129 | 31 |
| O. Schuetze | 39 | 4776 | 122 | 36 |
| Trout | 15 | 1794 | 120 | 38 |
| Hatch | 4 | 364 | 91 | 59 |
| Melby | 3 | 440 | 147 | 17 |

High Game Johnson 261; High 3 Games L. Rickett 650; High 5 Man Game Electricians 991; High 5 Man 3 Games Electricians 2855.

C. A. Candler,
Sec'y.



Gold Fish Pond,
City Park, Mobridge, S. D.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Ottumwa Chapter

Mrs. Perry Grubbs, Historian

OTTUMWA Chapter met October 9th, with a one o'clock luncheon. Miss Lindskog was our guest for the afternoon. The meeting opened at two o'clock with quite a good attendance. Miss Lindskog gave a talk on the matter of handling the winter's work and urged all who could to attend the annual get-together luncheon in Chicago, Ill., Saturday, November 21st. Reports were made by all officers and committees.

A card party was held on October 23rd, in the club rooms, with about sixteen tables in play.

The club sponsored a party for all Milwaukee employees and their families on October 30th. It was held in the Knights of Columbus home. The program planned by the board consisted of a reading by Marybelle Toumey, tap dance by Nancey Toumey, tap dance by La Thela Blake, two vocal solos by Mr. Tony Payne, vocal solo by Nyla Kenney, and a short skit, entitled "Ghosts of the Past," was presented by a group of the women of the club. After the entertainment games were played and light refreshments served.

Tacoma Chapter

Mrs. Chas. M. Slightman, Historian

THE Milwaukee women of the Tacoma Chapter enjoyed a delightful luncheon preceding their monthly meeting held on October 26th at the club house with a good attendance.

Guests from the Seattle Chapter were Mrs. Muelhauser, president; Mrs. M. Robbins and Mrs. B. Zille.

Mrs. Schmidt, chairman of the Sunshine committee, reported that Mrs. Negley, who has been very ill in the hospital, has returned to her home in Puyallup. Mrs. Morton Eshelman, who is recovering from a major operation, has also returned to her home. Mr. J. Mihon and Mr. George Brown are still in the hospital, but are getting along nicely.

During the month of October there were thirty-four personal calls and eight telephone calls made; also a number of cards were mailed.

Mrs. Trout, chairman of the Benevolent committee, reported that the number of families in need are increasing and also that \$46.56 was expended for groceries, fuel and clothing.

October 16th a rummage sale was held, from which \$30.60 was realized. Mrs. Harry Hatch was in charge.

Our president, Mrs. George Loomis, leaves shortly for Chicago, where she will be present at the meeting of the General Governing Board held in that city on November 20th and 21st.

Twin City Chapter

Mamie Rasmussen, Historian

THE card party to be given at the home of Mrs. Edward Bannon on October 17th was postponed account of the sudden death of Mrs. Tabor Anderson, Welfare chairman.

Mrs. Anderson was a charter member and has always been active in the Twin City Chapter.

Those of us who had the pleasure of being closely associated with her know only too well the loss her passing has brought to this organization.

The board of the Twin City Chapter met in the home of our president, Mrs. E. B. Stanley, on October 27th, for a 1:00 o'clock luncheon, which we all enjoyed. Mmes. Holbrook, Lam-

berg, Rasmussen, Gallivan, McMahon and Marken assisted Mrs. Haack as hostesses.

Reports from officers and committee chairmen were read and accepted.

A resolution was drawn up upon the death of Mrs. Tabor Anderson, a copy of which was sent to the bereaved family.

We expect a good attendance at the Get-Together Luncheon in Chicago, Ill., on November 21st.

The regular meeting was held November 2nd, in the depot club rooms, Mrs. E. B. Stanley presiding.

The meeting was opened with the recitation of the club motto. A short business meeting was then held.

Mrs. P. Madigan was the lucky winner of



**Mrs. Spencer Baird,
President, Milbank Chapter**

the five dollar gold piece raffled that evening.

Our jelly shower was also successful, our members responded cheerfully, and we thank you kindly for the co-operation.

The meeting then adjourned, and delicious refreshments were served by our Social chairman, Mrs. A. McCullum.

Terre Haute Chapter

Mrs. Harold Patton, Historian

A POT luck supper was held in the club rooms on Thursday evening, October 15th, with Mrs. C. W. Pearce as chairman, assisted by Mrs. H. Smith. Mrs. C. E. Faris and Miss Elanore Faris. The menu was delicious and enjoyed by about 50 employees and families.

The regular monthly meeting followed the supper and was presided over by Mrs. Valentine, all committees reporting. About 12 members are planning to attend the Annual Luncheon to be held in Chicago on November 21st.

Final plans were made for the Halloween party held in the club rooms on Friday evening, October 30th.

Well, if we had not recognized the outside of our club house, we would have thought we

were in wrong, "sho nuff." For the inside of the building had been transformed into a fitting place to harbor the goblins that had gathered there. And did we have a good time? Ask anyone who was there. First came the grand march for the children, and the committee had quite a task on their hands trying to decide which was the best, for the prize was finally awarded to Wayne Powell, for the most clever make-up. Then came the ladies, and this prize was awarded to Miss Elanore Faris, and the men's prize was awarded to V. E. Engman, as the funniest. He was "Hard Times" in person. Then some very amusing games and tricks were arranged by the committee, which afforded much fun and amusement to everyone. The refreshment committee then came to the front, serving homemade pumpkin pie with whipped cream, and coffee and apples. Mr. and Mrs. Fred Pearce entertained with their delightful music and as it was impossible to keep your feet still, the balance of the evening was spent in dancing, and I am sure if we had not had to be at work the next day, we would have danced until morning. But we all intend to be back again next year to continue where we left off.

Cedar Rapids Chapter

Mrs. F. E. Wiler, Historian

THE October meeting of Cedar Rapids Chapter was held on the 8th with a good attendance.

We were pleased to have as our guests, Miss Etta Lindskog, secretary-general of Chicago; and from the Marion Chapter, Mmes. W. E. Cooper, M. J. Skord, A. J. Elder, Charles Westcott, Ora Miller, Roy Blackledge and John Fosdick.

After the usual reports, Miss Lindskog spoke on relief work for the winter and urged all who could to attend the Get-Together Luncheon in Chicago on November 21st.

Our Welfare chairman reported clothing distributed to needy families and personal calls made.

At this meeting the chapter voted to send our president, Mrs. W. Dunson, to the annual meeting in Chicago.

It was decided to give a benefit dance the latter part of October and also to sell Christmas cards to raise funds to carry on welfare work.

Entertainment was furnished by Dixie Mae Layer and Evelyn Scurlock with song and dance numbers, accompanied at the piano by Frank Curie.

Refreshments were served by our Social chairman, Mrs. E. Petit, and her committee.

The November meeting was held on the 5th. Regular business was transacted, including reading of various reports.

The Ways and Means chairman reported \$31.00 cleared on the benefit dance given November 2nd.

Mrs. Pearl Hall was appointed in charge of the card party to be given this month. A five-dollar gold piece is to be raffled in the near future.

A committee was appointed to assemble Thanksgiving baskets to be distributed to needy families.

A picnic supper was planned for November 18th, for all employees and their families.

Next meeting, December 3rd.

Marion Chapter

Mrs. Robert Cessford, Historian

THE seventh annual birthday party of Marion Chapter was given Thursday evening, November 12th, in the Legion hall, with 72 present. Each person was seated at a table representing the month of his birth. January had the most reservations. Mrs. John Smith and Mrs. John Reardon were in charge of the party, assisted by a hostess at each table. For

January, Mrs. Frank Keith arranged the table suggestive of New Year. Mrs. John Cone had the February table attractive with Valentine decorations. Mrs. Jennie Vandercook, for March, had St. Patrick suggestions. Mrs. W. K. Lothian, in charge of the April table, used decorations suggestive of spring. A May pole formed the centerpiece of the May table, arranged by Mrs. James Pringle. Mrs. Willis Jordan, hostess at the June table, used a miniature bride and bridegroom for a centerpiece. Nothing short of Independence Day decorations would do for the July table, whose hostess was Mrs. Charles Rowe. For August, Mrs. John Fosdick used vacation time decorations with a fish pond as a centerpiece. Mrs. Ralph Seager arranged the September table with suggestions of the harvest. Halloween was used by Mrs. Margaret Leming at the October table. Mrs. L. S. Dove carried out the Thanksgiving idea at the November table. Good old St. Nick and his sleigh and eight reindeer decorated the December table, whose hostess was Mrs. Philip Shoup.

A short business meeting was conducted by Mrs. A. J. Elder, president of the club, and reports showed that welfare work is being carried on by the club at this time. Later in the evening bridge and five hundred were played, prizes being awarded to high and low score holders.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

THE November meeting of Milwaukee Chapter was held on the 16th, preceded by a talk by Mr. Ben Eichelberger of Schuster & Company, Hardware Furnishing Department, which was very interesting.

The usual reports of officers and committee chairmen were given. The annual bazaar and dinner was given on December 4th, with a good attendance.

Our President, Mrs. Carey, announced the death on November 15th of Mrs. Grove Scheele, a member of our Chapter.

Many of our members attended the annual Get-Together Luncheon in Chicago, November 21st.

Kansas City Chapter

Mrs. David Watson, Historian

DUKE to the extreme heat in September, no meeting of the Kansas City Chapter was held.

At the October meeting it was decided that each member should earn a dollar and make returns at the November meeting, which they did. Mrs. Sam Shoop turned in the most. She gave a bridge tea that was much enjoyed by all present and proceeds were \$7.00.

Mason City Chapter

Mrs. J. A. Nelson, Historian

ON Thursday afternoon, November 19th, at 2:30, a Bridge and Five Hundred Card Party was held in the club rooms, and in spite of the bad weather ten tables were filled and an enjoyable afternoon was spent. Refreshments were served at the close of the play. The party netted ten dollars for the club funds.

The regular meeting was held November 24th and was the Thanksgiving Festival, in the form of a pantry shower, the donations to be used by Mrs. Smith in her mutual benefit work. Mrs. Smith reported a good supply of used clothing received and given away; also other relief work done.

Mrs. Neuwissen reported a membership of 257. Mrs. Johnston gave a splendid report on the meeting in Chicago.

Mrs. Belfanz's report of the Sunshine Committee showed much work done by her committee.

The club members were all very sorry to hear of the illness of Mrs. O. A. Beerman and

hopes for a speedy recovery were wished by all.

The meeting was then turned over to Miss Wilhelm, program chairman, who introduced the Garfield Mothers' Singers Quintet, which sang several numbers. The quintet consists of Mmes. George Stevens, O. Mall, H. S. Beemer, Howard Neelings and J. A. Nelson; Mrs. David Gast, accompanist.

After this much appreciated program, the evening was spent playing cards, after which the office girls served a very dainty and delicious lunch.



*Mrs. W. W. Cutting,
President, Channing Chapter*

Portage Chapter

Mrs. F. P. Miller, Historian

THE regular meeting of Portage Chapter was held on Monday afternoon, Dec. 7, 1931. Sunshine chairman reported 17 personal calls, also a basket of fruit sent out. Relief chairman reported that three suits of men's clothes were given out. Membership committee reported several new members for the club.

A board meeting was held at the home of our president, Mrs. Washburn. Plans were made for our annual Christmas party to be held December 22 at 4:30 in the afternoon at the club house.

Twenty-nine members attended the get-together luncheon at Chicago. After the meeting a social time was held, after which Mrs. Myers and her committee served a very nice lunch.

Terre Haute Chapter

Mrs. Harold Patton, Historian

THE November meeting of the Terre Haute Chapter was held in the club rooms on Tuesday evening, November 10th. All committees reported and the tickets were secured for the annual luncheon to be held in Chicago, Saturday, November 21st.

Eighteen members of the Chapter attended the luncheon and meeting and all enjoyed a very pleasant day.

The next regular meeting will be held on Thursday evening, December 17th, and will be preceded by a pot luck supper.

The Employment Benefit Committee gave a dance on Monday evening, November 23rd, in the Moose Dance Club. This was to raise funds for the annual Christmas party. About 50 couples attended and a very pleasant evening was enjoyed.

Montevideo Chapter

THE November meeting of the Montevideo Chapter was held at the club house Monday evening, November 23rd.

The members showed much enthusiasm for Club work.

Mrs. J. E. Hills and Mrs. Fred Dollarhide who are working on the new membership committee, reported 148 contributing and voting members to be listed at present, which is very good work.

President Mrs. Gunderson brought up before the members plans for a Christmas party, at

which time she stated that the Club was asked to join with the Brotherhood, Kiwanis and Legion in a community party and having same held at the Armory. She also made a report of the meeting she attended at Chicago the 20th and 21st of this month and told of how the various other clubs were raising money and the interesting things they were accomplishing.

Alberton Chapter

Mrs. Lauren Clark, Historian

THE Alberton Chapter was organized by Mrs. E. O. Waldron. The regular meeting will be held the second Wednesday of each month, with Mrs. C. Bolton presiding. Officers for 1931 are: President, Mrs. C. Bolton; first vice-president, Mrs. H. H. Brown; second vice-president, Mrs. Paul Zuelke; secretary, Mrs. Gale McElhiney; treasurer, Mrs. Harry Lewis. The chairwomen are: House and Purchasing, Mrs. Chas. Healey; Membership, Mrs. E. P. Brink; Ways and Means, Mrs. Wallie Hollenbeck; Relief Benefit, Mrs. Claude Averal; Constitution and By-Laws, Mrs. Bertha Brasch; Program, Mrs. Walter Adams; Sunshine, Mrs. G. Manual; Librarian, Historian, Mrs. Lauren Clark.

The Club is having the Milwaukee lunchroom for their club house, which will make a lovely big club room. The Alberton women are very happy to have their own club, and are anxious to get the club house fixed up.

A number of Milwaukee women drove down from Missoula and joined our club here.

Tomah Chapter

Mrs. George H. Bennett, Historian

MEETING was called to order by the President, Mrs. B. Shaw. The meeting was opened by repeating the club motto. The reports of the various chairmen were given.

Mr. Rhinehr gave a very interesting and instructive talk on the relief fund for this winter.

Mrs. Shaw gave a report on her visit to Chicago.

The meeting was then turned over to the entertainment committee.

Miles City Chapter

Mrs. W. H. Wise, Historian

THE November 27th meeting was postponed to December 4th. Plans for the Christmas tree, boxes and stockings were discussed, and it was decided we make and fill 600 stockings for the children December 24th.

Mrs. Nummerdor gave a fine report on the general meeting of the chapters in Chicago.

At the meeting December 18th the quilt donated by Mrs. Guidice was raffled.

Nineteen tables of bridge were at play at the November 9th card party, netting us \$12.50. High score for women was won by Mrs. Earl Farr, and for men by Mr. L. G. Marck. The hostesses were Mmes. J. Feeley, G. Knowles, H. E. Loehr and Ray Dorland.

Green Bay Chapter

Mrs. Chas. Heyerman, Historian

GREEN BAY held their regular business meeting Thursday evening, December 3, with a very good attendance. The meeting was called to order by the president, Mrs. Thos. McLean, at which time all chairmen present gave their reports.

The secretary read the minutes of the last meeting and the treasurer reported a very good balance in the bank to date.

The annual get-together luncheon at Chicago was discussed and all that attended, which numbered 31, reported a good and enjoyable time.

Plans are being made for a card party to be held in our club rooms December 10. Mrs. Glen Jones is chairman. Five hundred and bridge will be played. Also plans were made

for our annual Christmas party for the children at the depot. Old Santa promises to arrive in Green Bay on a special train at 7:30 December 21. He will bring with him a bag of gifts, something for every good boy and girl. Mrs. Chas. Allen has arranged a program to entertain Santa around a lighted Christmas tree.

Our Relief and Sunshine chairmen, Mrs. Maurice Hastings and Mrs. Chas. Cheany, are busy taking care of the needy and bringing cheer to the shut-ins.

Our social afternoon meeting this month will be in the form of a pound party. The food collected will be used to make up the Christmas baskets we always give to the needy at this time of the year.

Savannah Chapter

Grace M. Cassell, Historian

ON NOVEMBER the 9th, more than 150 persons attended the Get-Together Party held at the Milwaukee Women's Club House. This was the night of the regular meeting but the club invited members of other clubs, recently transferred here, and their husbands and escorts to be present.

A pot-luck supper was served at 6:30. Each couple brought a dish to pass, the rolls, coffee and creamed chicken on biscuits was served by the club.

Following the business meeting there was a short program consisting of vocal solos by Miss Helenfern Castle and Mr. L. V. Schwartz and four short readings by Miss Madeline White. Mrs. P. H. Franzen was piano accompanist for the vocal selections.

Immediately following the program the tables were cleared and taken down and the floor was made ready for dancing. A new floor was recently laid in the clubhouse and it was given an initiation with the dancing which followed the program.

Mrs. George Phillips was general chairman of the party. Mrs. Bert Follett was chairman of the invitation committee. Mrs. Earl Daley was chairman of the kitchen committee and Mrs. George Layton was chairman of the dining room committee.

This chapter is going to have another social event of this type around the first of the year.

Sioux City Chapter

Lillian Rose, Historian

A DECIDEDLY icy night caused the postponement of our regular November meeting from the 23rd until the 30th, at which time the representatives of the Sioux City Chapter gave a very interesting and instructive resume of the general meeting recently held in Chicago. The following members from our Chapter attended: Mrs. E. A. Murphy, president of Sioux City Chapter; Mrs. F. T. Buechler, chairman of the Mutual Benefit; Mrs. George Dilger, of the Scholarship; Mrs. J. T. Carney, Auditing. Everyone present enjoyed the report and gained much insight into the gigantic welfare work the C. M. St. P. and P. and the Women's clubs are undertaking.

The Chapter filled 12 baskets for needy families at Thanksgiving time, each basket containing \$6.00 worth of groceries and a chicken. One basket was sent to the West Yard office for ultimate delivery, and while it was there, a train crew came into the office. When they saw the basket they asked permission to examine the contents. Consent was readily given, and the club ladies have received many compliments on their sensible and well-balanced choice of edibles. Shortly thereafter one of our conductors handed our president \$10.00 to use wherever most needed.

Through the courtesy of Dr. Devereaux, Milwaukee doctor in Sioux City, and a surgeon, also of Sioux City, a little boy from one of our families who has been suffering for some time with meningitis was treated, put in a cast, and is showing marked improvement. Dr. Devereaux assures us the youngster will soon be able to return to school and take part in the various athletic features so dear to every Amer-

ican boy. Every member of our Chapter takes pleasure in thanking Dr. Devereaux and his assistant for their kindness.

The club members will give a Christmas party to all Milwaukee employees and their families in the passenger station Sunday, December 20. There will be a gift for every child. Arrangements for the party were discussed at the regular meeting and committees appointed. This is an annual feature of our club's activities.

The relief workers reported that 18 families were furnished with necessities during November. Coal, groceries and clothing were the chief items.

Happy New Year, everybody, and here's hoping you haven't broken all your good resolutions by the time this reaches you.

New Year, New Year, how do you do.

What do you think we expect of you

Throughout the year of '32

"Why not so much," I spects you'll say.

"As life is lived from day to day,

Each one helping all that he may,

Is my advice on New Years Day."

Mitchell Chapter

WITH winter once again upon us it seems that activities in The Mitchell Club have revived somewhat. Perhaps it is because of our anxiety for those out of work and a possibility of our being able to help that calls for each one to attend all meetings and co-operate in this great social movement—helping our neighbor in these stringent times—but we all must remember "if winter comes—can spring be far behind?"

Our annual Thanksgiving dinner was held this year in the spacious Methodist Church basement and indeed a large place and good equipment was necessary to prepare for the 325 "Milwaukeeans" who partook of a very good meal. This year the very nominal price of twenty-five cents a family was asked; and as we were prepared for 400 the remainder was sent into homes where it was welcome. Mrs. West, our president, was general chairman and Mrs. Rogu, chairman of the "Eats" committee.

Afterwards bridge was played at the I.O.O.F. Hall with Mrs. Payne winning high score for the women and Faye Higgins high for the men. Mrs. Fred Schirmer and Mrs. Robt. Paullen were in charge of this part of the evening's entertainment.

But with all these activities about we had a more serious business in hand and that was saying good-bye to our popular trainmaster and his equally popular wife who was our president last year. Mr. and Mrs. H. L. Wilttrout, and I know I voice the sentiment of all when I say we have lost two friends, but have the consolation that a trip over the electrified Milwaukee could hardly be called a hardship and if they are busy with Mitchell friends coming in on them it will not surprise the writer.

Our president Mrs. West was appointed to go



Lillian and Ruth, Little Daughters of William Schuler, Chicago Terminal

to the General Convention. Mrs. Axel Peterson accompanied her and from what we can learn it was a very successful meeting.

Our chapter is now planning for the Christmas activities and arrangements are being made to see that every Milwaukee family has a nice Christmas.

With a sincere wish for a Merry Christmas and a Happy New Year to all the clubs and friends from the Mitchell Chapter.

Bensenville Chapter

Ethel Brakke, Historian

BENSENVILLE Chapter held its regular business meeting on December 3rd, with Mrs. Tanning, president, presiding.

Three new members were welcomed, Mrs. E. Speck, Mrs. B. Bennett and Mrs. D. T. Bagnell, Mrs. Bagnell having transferred from the St. Paul Chapter. The membership chairman reports at present 229 members, and it is the splendid effort of Mrs. Bodenberger that won this chapter one of the \$15 prizes awarded in the membership campaign.

Mrs. Bodenberger, with the President, Mrs. Tanning, attended the business meeting of the General Governing Board in Chicago and this chapter is indeed proud to have her as one of its members, elected to the General Governing Board.

Seventeen members from Bensenville Chapter attended the Get-Together Luncheon held the following day.

Three Good Cheer parties were planned: the Children's Christmas Party which is an annual event with Mrs. Laura Rands, Mrs. Knowles and Mrs. Bartholmew in charge; the Young Folk's Party with Mrs. Davis and her committee chairing; and a New Year Watch Party for the adults with Mrs. Bagnell, the new social chairman as hostess.

Following the business session Mrs. Carter and Miss Doris Kretlow, both of the Evangelical Home in this village, entertained with several lovely readings.

Mrs. Snell and Mrs. Canon, on the day's social committee, served angel food cake and coffee.

Seattle Chapter

Mrs. Clyde Medley, Historian

SEATTLE Chapter has been quite busy this fall. The last regular meeting was held November 19th at the club rooms. Luncheon was served at 12 o'clock, several of the men having lunch with us at this time. We hope they come out again.

Our president, Mrs. Muehlhausen, was absent, being in Chicago for the annual get-together meeting with the General Board.

The Telephone chairman reported 192 telephone calls; 38 cards mailed, making a total of 230 notices.

The Sunshine chairman reported 17 telephone calls; 3 personal calls, and also that 10 magazines were left with those unable to be out.

There were five renewal members and one new voting member added to our roll by the Membership chairman.

The Relief chairman reports 29 personal calls; 37 telephone calls, making a total of 66 calls. During November a total value of \$37.75 was expended for relief work. Several Thanksgiving baskets were made up and delivered at a cost of \$13.92. A good many things were donated by the members, who responded liberally to a call for this purpose. Many thanks are extended to all helping. Clothing to the value of \$23.83 was also distributed, a small part being paid for from our funds.

Two bridge luncheons held at homes of Mrs. A. H. Barkley and Mrs. W. H. Campbell added materially to our funds; \$30.75 and \$26.50, respectively, were the sums realized at these affairs. The prizes in each case were donated.

A luncheon held at the Security market also

brought us \$12.75. A dinner given November 10 by the ladies at the club rooms was well attended, clearing approximately \$35.00. Many stayed for cards later in the evening.

As a further addition of funds our ladies made a tour of the Crescent Manufacturing Company and also the Supply Laundry. These tours were very interesting, as every detail of the work was explained to us. These tours netted us a further sum of \$13.95.

At the regular meeting of December our members are holding a bazaar. Things suitable for this purpose are being donated by the members.

St. Maries Chapter

Mrs. Theo. May, Secretary

ST. MARIES CHAPTER met in the club house November 16th, with Mrs. P. Michelson, president, presiding.

The club motto was recited by a good attendance, for all are congenial and interested in our work.

Committee reports showed 22 personal and several phone calls; a nice amount cleared by our Ways and Means, at a card party held on November 6th, Mrs. Adjuhvie receiving honors in bridge and Mrs. Elmer Smith in pinochle.

Our president decided not to go to Chicago for the annual Get-Together Meeting and Luncheon. She felt that the chapter needed the \$50.00 it would cost to go, for our relief work this winter.

On November 21st, a free Get-Together covered dish supper was served in the clubhouse, with forty members present. After supper cards were played, honors going to Mrs. M. Donovan in bridge and Mr. Claud Hallead in pinochle. Coffee and pie was served at a late hour and all present enjoyed the evening. The songs rendered by our president, Mrs. Michelson and Jerome Hamill, were an especial feature. All are looking forward to another similar party.

On December 21st, the annual Christmas tree and party for the children will be held after the regular meeting.

Tacoma Chapter

Mrs. George Slightham, Historian

TACOMA Chapter met November 30. A board meeting was held at 11 a. m., when methods of relief work and raising funds for which a business meeting was held. Our president, Mrs. Loomis, gave a very interesting report of the meeting of the General Governing Board at Chicago. The Chapter members are very proud and happy to know our junior past president, Mrs. F. E. Devlin, was elected on the Governing Board. Mrs. Loomis brought greetings to our chapter from the following old members: Mrs. Vandenburg of Minneapolis; Mrs. McMahon of Miles City; Mrs. Fritz Campbell and Mrs. Strassman, of Milwaukee.

Plans for a "pound" party were made, to be held in the new club rooms the company has just prepared for us, the proceeds of the party to help in Christmas baskets. A cake donated by Mrs. Geo. Pyette, was raffled and a nice sum to add to the baskets was made. A Christmas party will be given for employes and families, to be held at the club rooms, with Mrs. F. E. Devlin as chairman.

The Sunshine chairman reported the deaths of Mr. Jorgen Jorgensen, Mr. Peter Mihn and Mr. A. Johnson, father of Mr. Anton Johnson of the Chicago office. Those in hospital at present are Mr. Fred Brown, Mr. Lowria and Mr. J. Johnson.

Council Bluffs Chapter

Mrs. Carmen Underwood, Historian

COUNCIL BLUFFS Chapter met on December 2nd. Reports were made from the officers and a brief report of the Chicago meeting was given by our president, Mrs. Geo. Wehrhan, who was in attendance at that meet-

ing. The welfare board reported that clothing had been given to one family, and that all persons who had been ill were now recovering and have left the hospital.

Plans were made for a pot luck supper and "pound" party for all Milwaukee people. The articles of food received at this party are to be used in filling Christmas baskets for the unemployed needy families.

In November one of our members, Mrs. Etta McDermott, entertained the club members at her home at a Hard Times Party. A small admission was charged and all who did not come in dress costume were fined. These proceeds were turned over to the club treasury. A lovely angel food cake was given for the door prize and prizes were awarded for all the games played, as well as for the best costumes. Everyone had such an enjoyable time. The club thanks Mrs. McDermott.

The next regular meeting will be held January 6th at the Y. M. C. A.

Twin City Chapter

Mamie Rasmussen, Historian

AT the regular board meeting December 2nd, at 12:30 p. m. luncheon was served by the hostesses, Mmes. Rogers, Stanley, Scoville, Sainsbury, Smith, Kuozeka and McCullum.

Thirty-two Thanksgiving baskets were sent to needy families. Three of them were donated by Mmes. Holbrook and Smith.

Our Ways and Means chairman, Mrs. Lyle Scoville, reported \$41.00 clear from the raffle of the five dollar gold piece.

Plans were made for our Christmas party, Mrs. Donehower being chairman.

Mrs. McCullum was appointed Welfare chairman, to take the place of Mrs. Anderson. Mrs. McCullum has been our Social chairman. We wish her every success as Welfare chairman.

Twin City Chapter met for its regular meeting December 7th in our Depot club rooms, having a very good attendance.

The reports of committees were given and new business was discussed.

Mrs. Stolte was appointed Social chairman. We wish her much success.

After the business meeting cards were enjoyed. The lovely prizes for Bridge and Five Hundred were donated by Mr. Phil Grace, of the Interstate.

Refreshments were served by our new chairman, Mrs. Stolte.

Beloit Chapter

Mrs. George Brinkman, Historian

THE meeting of November 11th was well attended in spite of the rainy weather.

Reports given by the various committee chairmen showed much good work had been done during the past month.

Many topics were brought up for discussion and a "bake sale" was planned.

Thanksgiving baskets will be sent out to several very needy families where there is sickness.

A short Armistice program followed, including some of the high lights of our armies in France. A poem and a salute to the boys who served in the World War were read by our president. Refreshments were served and a social half hour followed.

Meeting of December 9th was well attended. The Welfare committee has done a lot of relief work, and Christmas baskets for the needy were planned.

Ways and Means reported a gain of \$26.32 this month.

A pot luck supper was held on December 19 at 6 o'clock at the Community rooms in the Beloit Savings Bank. Members and employes of the Chicago, Milwaukee, St. Paul were invited. Social time and cards.

We are sorry to write that Mrs. N. P. Thurber fell and broke her left arm. At this writing she is doing nicely.

We also regret to write that our agent, Mr. John Connors, is seriously ill.

Only seven of our club ladies were able to attend the annual convention of all the chapters.

Ottumwa Chapter

Mrs. Perry Grubbs, Historian

ON NOVEMBER 13 a one o'clock cooperative luncheon was held in the club rooms, honoring Mrs. Lowe, Mrs. Vosburg and Mrs. Anderson who are leaving Ottumwa to establish homes elsewhere. Meeting was called to order at two o'clock with about forty-six present. The chairmen of all committees gave fine reports for the month.

Mrs. Dinegman, chairman of membership reported 134 new members; 46 voting; 88 contributing; which put us over the top for membership.

A benefit card party held November 6 with about fourteen tables.

A board meeting was held December 2. The relief situation was discussed and it was decided to send baskets to needy families.

Mobridge Chapter

Bess B. Bunker, Historian

THE softly falling snow, the cheery chatter and laughter of the members as they approached the clubhouse, was a pleasant background for the meeting of the Milwaukee Women's Club held on the evening of November 23rd; thirty-five members braving the storm to be present.

Meeting was called to order by the president, Mrs. Moran. The club motto was repeated, followed by the singing of the club song, "Hail, Hail the Gang's All Here." Minutes of last meeting were read and approved. Reports of various committees were given and correspondence read.

The secretary reported a special meeting of the Governing Board held on November 4th, twelve members being present. At this meeting the following rental charges for the clubhouse were decided upon: Regular meetings, \$2.00 for afternoon rental and \$3.00 for evenings. Outside meetings, \$3.00 for afternoons and \$4.00 for evenings. Special rate for children's organizations, that are properly chaperoned, \$2.00.

A special meeting of the Governing Board was held on the afternoon of November 11th with twelve board members present. At this time the board voted to pay the expenses of a nurse for a member who is seriously ill. The privilege of using his car was extended to the husband in this case, the car being used only as a means for his livelihood. A loan of \$50.00 was made to a McLaughlin woman, same to be repaid in monthly payments; this sum to be expended for expenses incurred through moving to a new location where employment can be secured.

Mrs. S. W. Fuller, chairman of the relief committee, reported eleven families receiving aid from the club at the present time. The advisability of giving Thanksgiving baskets was discussed. The club voted to add provisions to the supplies already being given and not to furnish additional baskets.

Mrs. John Kressel, new chairman of the membership committee, gave a splendid report of that committee's activities, reporting a total membership for this chapter of 302 members.

Final arrangements were made for the dance on Thanksgiving night. This dance is an annual affair with the club. The slogan, "Help us to help others" is used by those advertising the dance. It is a simple but effective plea which touches the hearts of many. We have a most loyal, faithful group among our members who have learned the joy of sharing—who give of their time and their money whenever called upon to do so. Many capable, splendid people are without work and without funds, looking ahead into a dark winter. Let us not forget the words of One who was most wise, most understanding

(Continued on Page 47)

OUR LITTLE FOLK

The Last Little Christmas Nut

THE nuts that had filled the big dish at Christmas time were almost gone. There were just a few left and they would be cracked and eaten before long.

One was a long, smooth pecan and he began to worry for fear he would be the next to be eaten. Strange as it may seem little Pecan did not want to be eaten. He had been in the bottom of the dish and had watched all the other pecans, the hickory nuts, the nigger toes, the English walnuts, the almonds and the hazel nuts leave the dish one by one or in groups and never return again.

Little Pecan felt that he was too young for such a fate. He hadn't been around the world and hadn't seen things. He had been picked up from his home in Georgia and had been carried all the way up north in a sack with never so much as a peek outside. Then he had been thrown in a box at a store (it's a wonder they didn't crack his smooth skin). And then a nice man had bought him along with many, many other nuts and taken him home to his children.

Once in a while, during the week Little Pecan had been in this dish, they had taken him near a window and he had looked out, but this was such a strange country—not at all like his. The ground was white and near the window the air was very cold.

Early one morning Little Pecan decided that if he was to escape it would have to be soon because he would surely be eaten that day. So when no one was in the room he hopped over the edge of the dish, jumped off the table and ran to the door. The door was closed but he hid in a corner until someone opened the door and then out he ran into the snow. Once outdoors Little Pecan had no idea where to go or what to do. His one thought was to get back to his home but he didn't know which way to turn. And furthermore, he was sleepy. He had been awake for so long and he knew that all his folks back home had been sound asleep for the winter long ago. He started out in what seemed to be the direction of home and traveled all that day and night and all the next day and night. He narrowly escaped death by a squirrel once but hid just in time. After that he was more cautious and listened to every sound.

On the third day he came to a river and seeing an old leaf floating near the shore he jumped on it. The leaf was startled out of its sleep by the weight of Little Pecan and asked him where he was going. Little Pecan told him that he wanted to get back home to his folks and asked him how to get there. The Leaf answered, "We're going the right way now and I'll let you off when we get there." For weeks they traveled together and grew very fond of each other. Little Pecan told his story to the old Leaf and the old Leaf said, "You are fortunate. You can live and grow into a

Dear little Folk:

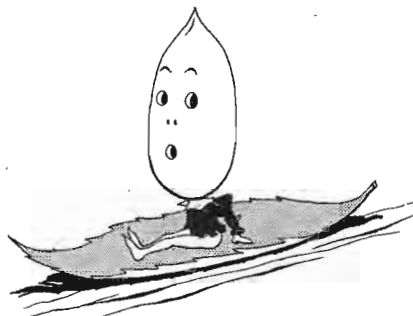
Now that we're starting a new year, I hope all of you have made many good resolutions. Are you going to be good in school and not cause your teachers any trouble? Will you study hard to have a good report card? How about helping your mothers whenever you can? Yes, I'm sure you've made all of those resolutions and a great many more.

And here is what I am going to do: The first letter I receive after this magazine is out I am going to print on the February Little Folk page. Sit right down now and write to me and be sure to tell me all your New Year resolutions.

Don't forget now—write as soon as you get this magazine!

Happy New year, Little Folk.

AUNT BETTY.



tree but I cannot. When I have lived a year I must die. If you had not jumped on me I should have been dead long before this."



Betty McCoy, Seattle



Arthur, Dorothy and Pierce Miller, Oconomowoc, Wisconsin

Little Pecan felt very, very sorry for the old Leaf and said, "I had not thought about what I wanted to do after I reach home. All I knew was that I didn't want to be cracked and eaten but I think that when I get home I shall grow into a tree and have leaves so that I can always remember you."

"Here you are," sighed the old Leaf. "If you walk straight toward the rising sun you shall soon reach your home."

And so little Pecan said a sad goodbye to the old Leaf and started out afoot. He looked around once to wave goodbye and saw the old Leaf taking his last breath. "I am more fortunate than he," thought Little Pecan.

After two more days he saw his own forest and cried with joy. His little brothers and sisters, who had not been picked, ran to meet him and he told them his long story. They all decided that they would grow into trees together and they fell asleep near each other.

The next summer they were tall enough to see over the top of the grass and they smiled and waved their first leaves at each other. Each fall after that the Little Pecan tree thought of the old Leaf who had carried him down the river and felt sad to think that all of his little leaves must die.



Snowfall

At night when all is quiet
And every one's sound asleep
The snowflakes gently fall
Covering the earth and all.

The morning brings the sunshine out
And we creep from our nice warm beds
And see a world covered with white
Like us under woolly blankets at night.

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Proverb-Code Puzzle

Try writing a code! Arrange the alphabet as shown above or with any arrangement you wish. Put a symbol under two of the groups; these symbols must be used when a letter from those groups is used. Can you read the proverb by using the alphabet at the top?

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, WINTER 1931-32.

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

7377. Ladies' Dress. Designed in sizes 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires $4\frac{1}{4}$ yards of 39-inch material. For contrasting material $\frac{3}{4}$ yard is required. Price 12c.

7369. Ladies' Apron. Designed in sizes: Small 34-36, medium 38-40, large 42-44, extra large 46-48 inches bust measure. Size medium requires $2\frac{1}{2}$ yards of 35-inch material. To finish with piping or bias binding, requires $8\frac{1}{2}$ yards $1\frac{1}{2}$ inch wide. Price 12c.

7372. Misses' Dress. Designed in sizes 16, 18 and 20 years. Size 18 requires $4\frac{1}{4}$ yards of 39-inch material with $\frac{3}{4}$ yard of contrasting material for collar and belt. Without the collar $3\frac{3}{4}$ yards will be required. Price 12c.

7129. Girls' Dress. Designed in sizes 6, 8, 10 and 12 years. A 12 year size requires $2\frac{3}{4}$ yards of 35-inch material, if made with long sleeves. For contrasting material $\frac{1}{2}$ yard is required, cut crosswise. With short sleeves it requires $2\frac{3}{4}$ yards. The tie of ribbon requires $\frac{3}{4}$ yard. Price 12c.

7380. Ladies' Dress with Slender Hips. Designed in sizes 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 44 requires $5\frac{1}{2}$ yards of 39-inch material. The collar of contrasting material requires $\frac{1}{2}$ yard. For Jabot and sleeve flares of lace $\frac{7}{8}$ yard 9 inches wide is required. Jabot, sleeve flares and collar of contrasting material requires $\frac{3}{4}$ yard. Price 12c.

7385. Girls' Dress. Designed in sizes 8, 10, 12 and 14 years. Size 12 requires $2\frac{3}{4}$ yards of 35-inch material if made with long sleeves, and with peplum, and without contrasting material. With short sleeves and without peplum $2\frac{1}{2}$ yards. For contrasting material $\frac{1}{2}$ yard is required. Price 12c.

7392. Boys' Suit. Designed in sizes 2, 3, 4 and 5 years. To make as pictured in the large view, requires $\frac{7}{8}$ yard for the waist, and $\frac{7}{8}$ yard for trousers, belt and cuffs in contrasting material for size 4. If the suit is made of one material, it requires 12-3 yards. Price 12c.

6383. Girls' Dress. Cut in four sizes: 6 months, 1 year, 2 and 3 years. A 1-year size requires $1\frac{3}{4}$ yards of 32-inch material. Price 12c.

7388. Girls' Dress. Designed in sizes 2, 4, 6 and 8 years. Size 4 requires 2 yards of 29-inch material if made with long sleeves, and bolero as shown in the large view. With collar, short sleeves and without bolero $1\frac{1}{4}$ yards. Collar and cuffs of contrasting material requires $\frac{1}{4}$ yard. To trim bolero with edging requires $1\frac{3}{4}$ yards. Price 12c.

Favorite Recipes

Garden of Eden Pudding. One cup flour, one-fourth teaspoon salt, one-half teaspoon soda; one-half cup nuts, one-half package pasteurized dates, one cup milk, one-fourth cup strained honey, and one-fourth cup orange juice.

Sift flour, salt and soda together. Add dates to the milk and add this mixture to the flour. Add nuts and honey and stir in orange juice. Pour into a greased baking dish, cover and place in a pan of water. Steam in a moderate oven for two hours. Serve with hard or foamy sauce.

Stuffed Date and Pineapple Salad. Stuff one-fourth package pasteurized dates with about one-half a cream cheese which has been rubbed to a paste with two tablespoons of cream. Press a nut meat into the center of each date. Arrange two slices of pineapple on a bed of lettuce and put a stuffed date in the center of each slice. Top with salad dressing.

Yankee Fruit Cake. Coarsely chop one-half pound shelled walnuts; cut one package of pitted dates in quarters with wet scissors. Put dates

together with one package each of sliced citron, orange peel and lemon peel in a large bowl. Sift together, two cups flour, two teaspoons baking powder, one-half teaspoon salt, one teaspoon cinnamon, one-half teaspoon cloves. Add about one-half of this flour mixture to the fruit and coat the fruit with the flour. Cream one cup shortening, add one cup sugar, then four eggs, well beaten. Add the dry ingredients and floured fruit alternately with one-half cup milk, one-third cup orange juice and three tablespoons lemon juice.

Bake in paper lined pans in a slow oven for two and one-half to three hours, according to size of loaves. This is an inexpensive and tasty fruit cake.

Cottage Pie. Cover the bottom of a small greased baking dish with hot mashed potato. Add a thick layer of roast beef, chopped or cut in small pieces. Season with salt, pepper and a few drops of onion juice. Moisten with beef gravy and cover with a thin layer of mashed potato and bake in a hot oven long enough to heat through.

Corned Beef Tomato Toast. Melt three and one-half tablespoons of butter, add three tablespoons flour and stir until well blended. Then pour on gradually, while stirring, one and one-half cups stewed and strained tomatoes to which

has been added one-fourth teaspoon soda. Bring to the boil and add one-half cup milk, one-half teaspoon salt and let boil up again. Dip slices of toast from which the crusts have been cut, separately in the sauce and when soft, remove to serving dish. To the remaining sauce, add one-half cup of chopped cooked corn beef and pour over all. Sprinkle with two tablespoons grated cheese.

Fifty Years of Wedded Happiness

On December 7th, Engineer A. J. Lambert and his good wife, of Tomah, Wis., celebrated their golden wedding anniversary, surrounded by their children and grandchildren. They are the parents of eleven children, all of whom are living.

Engineer Lambert has been in the employ of the Milwaukee Road for nearly forty-five years and in point of age is the oldest employee on the Valley Division.

Mr. Lambert, in his younger days, was a musician of note and was always in demand to play at parties and social functions, and during the evening he delighted his guests by playing some of the old favorite tunes on his beloved violin, a rare instrument over a hundred years old.



SPECIAL COMMENDATION

| Name and Division | Citation and Date | Cited by |
|---|---|---------------------------------|
| F. H. Bruna, Agent, Vilas, S. D. | Noted dragging brake beam on passing train, Dec. 3rd, and notified dispatcher. | C. A. Vandyke, Superintendent |
| J. T. Fagan, Conductor T. M. Div. | Found broken arch bar while inspecting train, Nov. 23rd. | G. H. Hill, Superintendent |
| Ben Nichols, Express Agent, Elgin, Ill. | Found piece of flange broken out of wheel in D-I Div. train, Nov. 27th. Reported same to train crew. | L. F. Donald, Superintendent |
| J. R. Weber, Agent, Ludlow, Mo. | Noted dragging brake beam in passing train, Nov. 10th, and signalled the crew. | M. C. Givens, Superintendent |
| J. D. Green, Brakeman, K. C. Div. | Found broken arch bar while inspecting train, Dec. 6th. | M. C. Givens, Superintendent |
| M. F. Ernhart, Conductor, and J. G. Riley, Brakeman, T. H. Div. | Discovered broken arch bar while inspecting train, Nov. 26th. | J. H. Valentine, Superintendent |
| Ben Spence, B. & B. Carpenter, Iowa Div. | Discovered stakes broken on car loaded with timber, Dec. 5th. | A. J. Elder, Superintendent |
| H. J. Smith, D-I Div. Brakeman. | Found broken arch bar while inspecting train, Dec. 2nd. | L. F. Donald, Superintendent |
| Ben Webb, Conductor, Chicago Terminals. | Reported two hogs dropped from platform while train was unloading, Nov. 1st. Saved claim against company. | L. Whiting, Superintendent |
| J. D. Green, Brakeman, K. C. Div. | Found broken arch bar on car while inspecting train, Nov. 10th. | M. C. Givens, Superintendent |
| B. A. Freeze, Brakeman, Iowa Div. | Discovered broken arch bar on moving train and signalled the crew. | A. J. Elder, Superintendent |

Our Business Getters

Miss Ruby Potter is commended by John Tuomey, Division Master Mechanic, and Agent Gallagher, Mason City, for her activities in securing business for the Milwaukee Road. On Nov. 5th she secured one passenger from Mason City to Bay City, Mich., via our line to Chicago. Our young women employees are splendid boosters, and their good work is much appreciated.

Miss Marion Hayes, daughter of W. J. Hayes, Wausau, is taken great interest and making special effort to have the Wausau high school band use the Milwaukee Road to Madison, where they go to take part in a tournament.

Ray Benthien, Yard Clerk, Upper Fowler Yard, was instrumental in securing a shipment for our line to Denver, and succeeded in getting shippers to change routing from a competing line.

"Service" That Pays and Repays

Miss Margaret McGinley, cashier at Wausau, Wisconsin, freight depot has done a nice piece of work in influencing shipments for our line in connection with the construction of a church and school at Iron Mountain, Michigan. Twelve carloads for this job so far have moved via our line and it is expected there will be some twelve or fifteen more carloads.

The following letter from the General Construction contractor, Mr. J. P. Doheny, pays Miss McGinley a deserved compliment:

Iron Mountain, Mich.

Mr. James Peebles,
Freight Depot.
Dear friend:

Confirming our verbal conversation we shall place the freight business for the church job here in entirety with your road. We shall also endeavor to specify that all sub-contractors use your line also as far and whenever possible.

We are placing this business with you because of past service and accommodations extended to me on your valley division line at Wisconsin points.

I wish to ask that you publish in your regular journal a notation that the road appreciates this business. In connection with this make an honorable mention that your freight depot cashier at Wausau, Wis., through her past efforts and accommodations has been influential in securing this business for your road.

The freight depot cashier at Wausau is Miss Margaret McGinley of that city. Employees of her type who possess efficiency and courtesy are the type that make and hold business friends for your road.

With personal regards to you, I am,

Yours truly,

(Signed) J. P. Doheny.

Roadmaster R. H. Cunningham, Wausau, Wisconsin, has been instrumental in securing the shipments of oil to a large firm in Wausau. Mr. Cunningham has secured their written agreement to use the Milwaukee Road exclusively for their oil shipments throughout the season.

Shippers Indicate Their Support in a Substantial Way

Following is a copy of a letter sent out by a Delavan, Wisconsin, firm instructing that shipments to them be made by Railway Express or freight, and on no account shall they be made by motor express:

Delavan, Wis.,

Ideal Shoe Mfg. Co.,
Milwaukee, Wis.

Gentlemen: Attention of Shipping Dept.

In the future, any shipments to us, other than by parcel post, please ship same by Railway Express or freight, as the case may be.

At no time, ship same by motor express. My attention was very forcibly called to the matter of taxes paid by the railroads, in the county where Savanna, Illinois, is located. If my memory serves me right, the Chicago, Milwaukee and St. Paul R. R. paid \$96,000 taxes in that county alone, not to mention all along its right-of-way.

The railroad built this country, and we for one, want to give our support to that builder, in its time of need. I am positive that as a whole, the motor transport business does NOT pay taxes in proportion like the above mentioned.

Please let us have your cooperation, and with kindest regards, we remain,

Respectfully yours,

Anderson's Shoe Store.

Miss Vivian Murphy, statistician in the Sioux Falls freight house, secured one round trip ticket Sioux Falls to Kansas City.

Superintendent Ingraham commends Roadmaster C. A. Montgomery on the I&D Division, for influencing the routing of three cars of cattle, Rock Rapids to Chicago; also one round trip ticket between Mason City and Chicago.

Train Baggageman W. W. Cole, on the I&D Division, secured a passenger from Mason City to Spokane.

Miss Margaret McGinley, cashier, Wausau Freight Station, is credited with securing routing via our line all materials for construction of a church and school at Iron Mountain, Michigan.

Roadmaster R. H. Cunningham, at Wausau, has been instrumental in having a large automobile concern at Wausau route all their winter shipments via our road. This is business that has formerly moved via a competing line.

Superintendent Donald commends Engineer Walter Giroux for securing one round trip ticket between Elgin and Omaha.

Yard Clerk Ray Benthien, Upper Fowler Yard, Milwaukee, is commended by General Superintendent Kelly for securing diversion of a carload via our line to Council Bluffs.

Chief Claim Clerk J. W. Slattery, Galewood, continues his good work influencing business via our line, which was originally routed against us. During the month of November Mr. Slattery secured diversion of 110 L. C. L. shipments with a total weight of 84,760 pounds.

Who Has the Responsibility For Handling the Railroads

(Reprinted from Nation's Business)

"Every time the railroads are in trouble," says a critic, "they run to the Government for help. When not in trouble they denounce Government interference. The way out of both assistance and interference is Government ownership."

"The railroads are doomed," pronounces some one else. "With the airplane, the motor truck, the pipe line, and water transport all advancing rapidly, we won't need railroads twenty years from now."

Another person will tell you that "the railroads are the property of a few rich men," and just as positively will you hear it said that "The Government guarantees the railroads 5 3/4 per cent on their investment."

To get the answers we shall have to review our public policy. Over a period of years through a series of laws we have circumscribed railroad management with a wall of prohibitions. Management could not fix the price of the only thing the railroads had to sell—transportation. It could not issue stocks or bonds without the approval of the Interstate Commerce Commission. Hours of service of employees were fixed by Federal law. New lines could not be built or old lines extended or abandoned without government approval. Other railroads could not be acquired without authorization by the Interstate Commerce Commission.

The Government may require railroads to add to their equipment or extend their lines. They may not determine the rate of wages to be paid their employees. Their value is fixed by the Interstate Commerce Commission. They must keep their accounts in the manner prescribed by the Commission. They cannot keep all their profits, if there should be any in prosperous years if they exceed six per cent. The Government guarantees them no income whatsoever. The Government merely says to the railroads, "If you can earn 5 3/4 per cent on your capital investment, well and good, if you have losses that is your affair."

When we review the part government plays in the management of our railroads we'll catch some of the dry humor in E. W. Howe's remarks: "It's easier to run a saloon today than a railroad."

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Night Yardmaster, Bensenville
Vila M. Graves.....Engineering Department, Chicago
A. M. Dreyer.....Fullerton Avenue, Chicago
John T. Raymond.....Dispatcher, Marion, Iowa
Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
Maude French.....Care of Superintendent, Des Moines, Iowa
E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
Lucille Millar.....Care of Storekeeper, Dubuque, Iowa
M. G. Braheny.....Care of Superintendent, Mason City, Iowa
C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
Sybil M. Clifford.....Care of Asst. Supt., Kansas City
C. M. Browning.....Care of Superintendent, Green Bay, Wis.
Eileen Story.....Care of Superintendent, La Crosse, Wis.
L. J. Lightfield.....Ticket Office, Beloit, Wis.
Harriette M. Badger.....Care of Car Department, Milwaukee Shops
Cora R. Ouimette.....Drafting Room, Milwaukee Shops
Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
E. Stevens.....Care of Superintendent, Savanna, Ill.

Claire E. Shappee.....Care of Western Traffic Manager, Seattle, Wash.
Gertrude Alden.....Care of Superintendent, Spokane, Wash.
Leda Mars.....Care of Local Agent, Minneapolis, Minn.
N. A. Hiddleson.....Care of Mechanical Dept., Minneapolis, Minn.
V. J. Williams.....Care of Superintendent, Austin, Minn.
Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
B. M. Smith.....Care of Superintendent, Aberdeen, S. D.
M. F. Kasak.....Care of Superintendent, Sioux City, Iowa
Harriet Shultze.....Care of Refrigerator Dept., Fullerton Ave., Chicago
Dora M. Anderson.....Care of Local Agent, Moberg, S. D.
Helen Kirwan.....Care of Superintendent, Miles City, Montana
Nora B. Decco.....Telegrapher, Three Forks, Mont.
A. M. Maxeiner.....Agent, Lewiston, Mont.
L. W. Pratt.....Care of Superintendent, Butte, Mont.
F. E. Kirkland.....Care of Superintendent, Tacoma, Wash.
R. R. Thiele.....Care of Local Agent, Tacoma, Wash.
H. W. Anderson.....Care of D. M. M., Tacoma, Wash.
Anne Evans.....Care of Superintendent, Madison, Wis.

West I. & D. Division

Edna Bintliffe, Historian

AND now that we have laid old 1931 away in cotton and moth balls we can get on with the play. Sometimes we rather feel that we are re-enacting Custer's Last Stand, due to force reductions, etc. But with snow, and prospects of a better year ahead everyone is happy. And besides, Mitchell now sports a new bowling alley. Enough said, for where lives there a railroad man so dead that he does not like to bowl? Answer: Nowhere. And for those who do not indulge in bowling there is all of Lake Mitchell to skate on.

T. T. Dunsmoor spent the Christmas vacation at Chicago and other points in Illinois.

The New Equity Creamery Track is completed and is ready to be used in the shipment of bigger and better ice cream cones.

We all regret to learn of the death of Mike Burnett, section foreman at Mt. Vernon, who passed away very suddenly November 25th. We extend sympathy to Mrs. Burnett and family.

We are glad to know that we have had an increase of business at Mitchell during 1931, over that of 1930. Mr. Shelby, our agent, is to be congratulated upon this increase.

Mrs. J. G. West attended the convention of the Women's Club during November, and reports that it was a very pleasant and profitable meeting.

We all regret very much the fact that Mr. H. L. Wiltrout has left us, because of Trainmaster's position at Mitchell having been abolished. However, Mr. Wiltrout is now located at Tacoma, Washington, where he is very happily situated from reports which he sends back to us. Everyone will miss Mr. and Mrs. Wiltrout on the West I. & D., and surely wish for them everything good in their new home.

Mr. J. G. West spent a few days in Mason City, during the latter part of November.

Mr. C. C. Searls has been relieving agent at Sheldon, Iowa, for a few days.

Mr. F. J. Swanson, general supervisor of car department, was a Mitchell visitor during December.

Mr. O. E. Bradford, inspector, was in Mitchell to attend our local freight claim prevention meeting.

Mr. R. W. Garner has been on the West I. & D. Division with his welding machine, fixing up the frogs, particularly in Mitchell yard. While we did not find this machine conducive to office work, especially when it was

parked right out in front of the office, yet we understand from Mr. McMahon, roadmaster, that Mr. Garner did a fine job of welding in the yards.

The Milwaukee Women's Club held their annual Christmas party for the children before Christmas. This is always a happy time for the kiddies, especially when "Mac" comes in on the switch engine.

The Community Chest drive was supported loyally by the Milwaukee employes of Mitchell. Everyone who was in position to do so, contributed.

At the Cross Roads of the World

Roberta Bair

MR. R. L. WHITNEY, Traveling Accountant from Chicago, was on the Division during the month.

The Annual Railroad Christmas Party will be held Monday, December 22nd, at the Red Men's Hall, 12th and Mulberry Streets, Terre Haute. The committee has arranged for distribution of gifts to all children up to 14 years of age and the entertainment committee has arranged a good program and plenty of entertainment for the evening.

The extension of stalls Nos. 14 and 15 of the West Clinton roundhouse was started December 14th and the work is being rushed to completion. This is a worth-while improvement.

Mr. Fred Mancourt of the Accounting Department presents the following problem for Railroad Mathematicians:

"If ice costs 60c per 100 lbs. delivered and 40c per 100 lbs. at the ice plant, what per cent savings do you make by the cash and carry system?"

Mr. Mancourt insists that he saves 50 per cent since he gets one and one-half times the amount that would be delivered. He would be glad to receive your solution and explanation.

Our Chief Train Dispatcher, Mr. H. A. Smith, is ready to enjoy a good Christmas dinner. He recently had a tonsil operation and is feeling fine now.

The Safety First meeting held at K. of P. Hall, Terre Haute, November 12th, had an attendance of some 230, which represented the various departments of the railroad. The new Safety Inspector, Mr. V. Hanson, was also present. Various items of interest were discussed. The next Safety meeting will be held at West Clinton, Wednesday, December 16th, and it is hoped the attendance will be equal to that of the November meeting.

Material Clerk, Fred C. Mancourt, has had a death in his family—his terrier dog. Of course, there will never be another dog that can take his place, but the information that his dog had passed on soon spread among the canine population, and the following day the deceased dog's brother, who appeared to have hitch-hiked his way to Terre Haute from some other city, showed up at the office and applied for the job of entertaining the Mancourt family. Mancourt took the dog home and gave him a bath and half dozen soft boiled eggs, which improved his appearance 100 per cent. The new dog seems to appreciate the fact that he must give the best that is in him to fill the shoes of his predecessor, and Mancourt thinks he is going to make good. Anyway, everybody is happy again.

This Division has experienced considerable high water during the last two weeks and the streams are bank full. On our Sullivan Line, in Busseron bottoms, the water was 25 inches over our tracks at the Mohawk mine, causing considerable damage to this track.

The Central City Mining Company has put in a mine near Hoosier in No. 4 seam. They started loading coal on December 10th. This will produce quite a little revenue to this Division.

The Templeton Coal Company will establish a deep vein mine on our Antioch branch and in the course of one year will produce 2,000 tons of washed coal from seam No. 5. The Templeton Coal Company expects to spend \$500,000.00 in the development of this field, which will produce quite a little revenue for this Division.

A Prophecy for 1932

Lucille Millar

HELLO '32, we've been waitin' for you:
Now be a good sport—here's what you will do!

You'll build up our faith in our Country,
You'll give us fresh courage once more,
And make us feel we're a Brotherhood—
Reaching from shore to shore.

You'll give OUR Railroad, and others too,
Big business—and it will in turn
Start moving the wheels now standing still;
Once again, honest dollars we'll earn.

Of the shop furnace, we'll once more get a
whiff—

And the rattle of flues—what a sound,
For the hum of the motors, presses and drills,
We'll list' with our ears to the ground.

You'll give everyone some work to do—
The starving will all be fed;
You've come '32—we have Faith in you—
We now pronounce Old Depression as DEAD!

Wisconsin Valley Division Notes

Lillian

A HAPPY, HEALTHY AND PROSPEROUS NEW YEAR TO ALL.

You are today where your thoughts have brought you.

You will be tomorrow where your thoughts take you.

You cannot escape the results of your thoughts.
—James Allen.

Mr. Douglas R. Millard, son of Mr. and Mrs. M. E. Millard, was appointed as second lieutenant, Infantry Reserve, December 8th. Mr. Millard is a graduate of the Citizen's Military Training Camps. He is now attending Ripon College. He was home for a week-end visit and was guest of honor at a dinner given at the home of his parents, in celebration of his birthday anniversary. He was presented with a number of gifts.

Mrs. J. C. Rodehaver visited at Merrill, her former home, a few days.

Mrs. A. E. Granholm visited at Merrill over the week end.

Mr. E. B. Stoddard, passed away at the home of his daughter, Mrs. J. E. Dexter on 4:30 P. M., December 6th, after an illness of several weeks. Mr. and Mrs. Stoddard celebrated their fiftieth wedding anniversary on October 30th. Sympathy is extended to Mrs. E. B. Stoddard and Mr. and Mrs. J. E. Dexter and family.

Mrs. W. W. Williams and Mrs. D. J. Tracy were Wausau visitors during this week.

The celebration of the silver wedding of Mr. and Mrs. Charles Lattimer November 14th proved very delightful for the many relatives and friends. During the afternoon an informal open house was held and at 6:30 o'clock a dinner was served at the Elks Club for which places were laid for 125. Lovely flowers presented from many of their friends decorated the auditorium of the club and were on the dining tables, as were some beautiful silver and crystal table lamps presented to Mrs. Lattimer by the Ladies' Auxiliary to the Eagles.

A reception to 500 guests followed the dinner. The evening was spent at cards and dancing and a midnight lunch was served. Favors at bridge were awarded Mr. and Mrs. John Nusbaum of Merrill; at five hundred to Mrs. Louis Garske and Walter Wiedeman and at Schafskopf to Mrs. William Prah and Herman Achtenberg.

Milwaukee Terminals

SINCE November 17th, Machinist and Mrs. Ralph J. Miller have been entertaining a little son at their home, 220 North 31st Street.

Engineer Lawrence Hamilton was a caller at the Shops December 8th, and we were all glad to see how well and happy he looks.

Chief Dispatcher Arthur Engel is taking treatments at the Washington Boulevard Hospital at Chicago.

The Milwaukee Family extend their sympathy to the family of Mrs. Michael MacKedon, widow of the late Madison Division Engineer Michael MacKedon. Mrs. MacKedon died November 14th. Surviving are four sons, John P., Engineer on Lines West, Dr. Thomas E., and Dr. William L., former Engineers Milwaukee Terminals, and Raymond, Engineer Milwaukee Terminal.

Conductor Amos Koch entertained Northern Division Conductor J. L. Taylor and family of Fond du Lac, December 1st.

Yardman William F. Murray has the sym-

pathy of the Milwaukee Terminal Employees in the loss of his wife, who died November 11th.

Have you heard East End Air Line Switch-tender Jack McDermott broadcasting when the headlights go on and off?

A box of apples received by one of our Terminal Engineers from former Chestnut Street Yard Master Wm. H. Schultz were the finest ever shipped into Wisconsin.

Mr. English at the Cut-Off was not on duty December 10th, and it is reported that he was buying a new two gallon hat like our Congressman J. C. Schaefer wears.

Congratulations to Mr. Engelhardt, North Milwaukee Depot, who was lucky enough to win two ducks for his Thanksgiving dinner.

Robert Hennessey, who passed away at West Allis, was a former employee and a brother to Morris and Daniel Hennessey.

Yardman Jcsen Cavey expects to leave about January 12th for Poland Springs, Maine. His Irish Setter "McGoldrich" is entered in the sled dog races.

Yardman Jas. Callahan entertained the rheumatism for two weeks, but is now able to work again.

A card from Dispatcher and Mrs. J. E. Roberts advise of their safe arrival at Long Beach, California.

Machinist Foreman James Morrissey had his car stolen from the parking station near the Shops December 1st.

There is a report that wedding bells will ring for Machinist Foreman Edward Havey in the near future.

We will all miss Mrs. Ann Millard (Ann of the Milwaukee Terminal items), who had the respect and good will of every employee in the Milwaukee Terminals.

Engineer John Gerrie died November 28th. He had been in poor health for the past year. His wife and two daughters survive. He was sixty years of age and entered the service as Fireman September 28, 1892, was promoted to Engineer September 8, 1899. The funeral, December 2nd, was attended by a large number of employees from the Terminals.

Engineers Claude W. Palmer and Thomas J. (Happy) Toward have returned to work after a visit to Hollywood, California.

Dispatcher John Johnson leaves New York January 16th on the Mariposa of the Matson Line for Havana, Panama Canal, Los Angeles and San Francisco.

Engineer Edward (Uncle Tom) Heth is reported on the sick list.

On December 1st, there was a truck loaded with pipes at the office of Mr. C. A. Bush on Richards Street. Has Mr. Bush given up the cigar for a pipe? We hope not.

General Offices—Chicago

Vila

MRS. DOROTHY HALLWACHS of the General Superintendent of Transportation Office has been confined to her home for several weeks on account of an infection in her limb. Our latest report is that she is much improved and hope she will continue so and be with us in a short while.

Canton, Ohio, is rather a distance away to go



Children of Superior Division Engineer A. J. Manteufel

to a birthday party but a five-year milestone in the life of little "Donnie" could not be passed up by "Aunt Hazel" who attended the celebration on November 29th at the home of Mary Merrill Walter.

We were all very much shocked to hear of the sudden death of Mrs. Dorothy Terry Lehnert, a former employee of the Comptroller's Office, who passed away December 3rd at the age of twenty-four. Dorothy had a host of friends both in the Union Station and at Fullerton Avenue and their heartfelt sympathy is herein expressed to her husband and parents.

Telephone call to the Engineering Department—conversation as follows:

1st Party—"Any one in your office who signs initials R.M.?"

2nd Party (Bob—much thought)—"No."

1st Party—"Well, this requisition is signed 'R. M.' and is from the Engineering Department."

2nd Party (Bob—brain begins to function)—"Oh! That's me—Robert Meyer."

Word comes that B. H. McNaney, father of Mrs. Peterson of the Pass Bureau, who has been very ill with a heart affliction is slightly improved.

The Christmas Basket Fund Party was a huge success. We understand part of it was due to Miss Moulting counting the money so often it just naturally grew larger and larger in amount until she had \$284.00. The supervision of this counting was in the hands of Miss Merrill, Chairman of Ways and Means Committee, and no doubt you will read more about this party in the section of the magazine devoted to the Women's Club.

A very happy surprise was given to Sam Pulford on the evening of Dec. 11th at the home of his son, Sam, Jr., the occasion being his eighty-fifth birthday. There were present three sons, two daughters, six grandchildren and one great grandchild. At 6:30 all gathered around the table where covers were laid for twenty-one. An informal lunch was served with three beautiful birthday cakes on the table, the handsomest one having been made and decorated by his great granddaughter, Miss Nelda Sharp.

The evening was spent in Sam reminiscing on old times on The Milwaukee Road. He is never happier than when he is telling his two sons, who are engineers, how the old timers ran engines when he was assistant to the late Mr. Rapp at the Western Ave. roundhouse.

Iowa (East) Division and Calmar Line

John T. Raymond

CONDUCTOR and Mrs. H. L. Mellish spent Sunday, December 13th, in Chicago visiting Chas. Carrington at Washington Blvd. Hospital.

Conductor and Mrs. Dan Hickey have returned from a three weeks' visit with their daughter and family at Laurens, Iowa, and with relatives at Cherokee and Sioux City, Iowa.

Mr. and Mrs. Ralph Leming of Sioux Falls, S. D., were Thanksgiving guests at the home of Mr. Leming's mother, Mrs. Margaret Leming at Marion.

Conductor Charles Carrington of Marion is at Washington Blvd. Hospital, Chicago, where he underwent an operation on his leg. His many friends will be glad to learn that he is getting along fine.

Extra Operator E. F. Clausen has returned to the Iowa Division after spending several months in California.

Agent J. Maloney is away on a two weeks' vacation. E. E. Swartz relieving.

M. J. Marchant has been appointed second trick operator at Atkins Yard and O. P. Byrd third trick.

Operator L. A. Huffman, Oxford Jct., spent a few days in Chicago first part of December. E. F. Clausen relieving.

W. D. Fox, veteran telegrapher, Iowa Division, passed away at his home at Delmar, Iowa,

Dec. 11th, after a long illness. Mr. Fox had worked on the Iowa Division since June 24th, 1894. He was widely known and his death is deeply regretted by his many friends. He is survived by one son and one daughter. The funeral services and burial was held at Delmar Sunday, Dec. 13th. The Magazine extends deepest sympathy to the surviving members of the family.

Agent Frank G. Zeiser of Spragueville was absent from duty for several days on account of illness. F. W. Behrens relieving.

L. M. Farley has been appointed Chief Carpenter of the entire Iowa Division with headquarters at Marion. E. McGuire has been appointed Asst. Chief Carpenter, Iowa Division, with headquarters at Marion.

Operator George Crabb spent a couple weeks at Excelsior Springs latter part of Novmber. Operator Madsen relieved him during his absence.

The Magazine extends sympathy to Engineer Jas. Anderson on account of the death of his father who passed away at his home in Anamosa Nov. 16th, at the age of 90 years.

Passenger Conductor J. L. Roberts and wife spent the latter part of November visiting their daughter in Houston, Texas. Conductor Ben Bulkley relieved on the Calmar passenger during Mr. Roberts' absence.

Train Baggageman Charlie Hayner was off duty several trips due to an infection on his face. He was relieved on Nos. 3 and 4 between Marion and Omaha by Ray Marks.

Conductor Thos. Costello is in Washington Blvd. Hospital, Chicago, where he submitted to an operation on his arm. Latest reports are that he is getting along nicely.

Conductor C. W. Rollins, who has been off duty for several months due to an infection in his arm, is now at the home of his son in Marion, after a long stay in St. Luke's Hospital in Cedar Rapids. Charlie is looking good and his many friends on the division hope to see him back at work in the near future.

I. & S. M.

V. J. W.

A WELL-ATTENDED safety-first meeting was held at the club rooms Monday, December 7th, after which an interesting traffic meeting was conducted. Very instructive talks

were given by Division Freight Agent Cody, Assistant Division Freight Agent Sinclair, and Superintendent Van Dyke.

On Saturday, November 28th, the village of Blooming Prairie dedicated its new \$25,000 creamery. Governor Olson, Deputy Commissioner of Agriculture Hay, and Superintendent Van Dyke were the principal speakers on the dedication program which was held in the High School. Mr. Van Dyke and Division Freight Agent Bantly were also speakers at the dinner served in the Lutheran Church basement preceding the dedication ceremonies.

Conductor and Mrs. R. J. Thornton and daughter Marion, left the first of December for Tacoma, Wash., where they will spend the winter.

Mr. and Mrs. Chas. Hans left Dec. 2nd. for Long Beach where they will spend the winter.

Mrs. J. D. Williams returned Dec. 3rd from a two weeks' visit with relatives in Chicago and Detroit.

Sympathy is extended to Conductor Geo. Johnson in the loss of his mother who passed away at her home in Spring Valley, Dec. 1st. Interment was made in LaCrosse Dec. 4th.

Greetings are extended to Dispatcher A. A. Seeman who has taken over second trick on the First Division. Dispatcher Wm. Enle has moved to Darien, Wis.

While Lenz and Culbertson may hold the spotlight in the bridge world they have nothing on the boys at Madison, S. D., when it comes to arousing local interest. A press report of Dec. 4th indicates that Engineer John Kaisersatt and Conductor Edward Flynn had lifted the crown from the heads of the former whist champions, Conductor T. D. Mulhern and Fireman Bob Armstrong. However, this does not close the incident as another press item of the 5th quotes Mr. Mulhern as saying the original item was nothing less than propaganda to boost the stock of a couple of amateur whist players. Looks like good advance dope for a real tournament.

Clerk Harold Rappe had the misfortune to be run down by an auto recently but did not get the newspaper publicity due him. Of course the accident occurred on Lansing Avenue (residential district) and the offending car was only a Whippet, which may account for the accident not accorded the space of "New Lisbon woman struck

by truck in business section," which drew head lines.

Assistant Cashier E. E. "Buck" Barker reported that after his annual visit to the old home town of Chester that he motored up to Stillwater to view the interior of the Big House but failed to connect with the visiting hours so was unable to check his technique with the boys.

We are informed that Station Timekeeper Dwight "Tang" Kneeskern can give expert advice on how to clean a comb.

We are wondering if Conductor John Bliese got that mustache cup for Christmas.

Speaking of Christmas brings to mind that we have a new tree in the depot park and if the expert advice given Foreman Healy when it was set will have any effect it should live forever.

Don't fail to see the new devices at the Engineering Office which not only economize on material but also provides a means to check and double check.

If you want to start an argument just ask one of the boys in the freight office if the "37" is ready yet.

Why not start the New Year right by sending in a little news?

"Out Where the West Begins" East End of the Trans-Missouri Division, D. H. A.

THE gay holiday season has come and gone, but we wish all our readers a Happy New Year.

On November 7th, Miss Dorothy Martin, one of our most charming young ladies, became the bride of Mr. William Derringer of Wheeling, West Virginia. She was accompanied to Wheeling by her parents, Mr. and Mrs. Ray Martin, and her sister, Miss Kathryn, the wedding taking place in the Episcopal church there. Mr. Derringer is a former Mobridge boy, having been chief clerk at the store department here and a brother of Mrs. Harry Stamp. He is now manager of the Jewel Tea Company's offices at Wheeling, where they will make their home. These popular young people have a host of friends who wish them a long and happy married life.

Delsia and Henrietta Hourigan of Thunder Hawk, spent the week end with their parents here.

Mr. and Mrs. Frank Schneider stopped off at Mobridge on their return trip from Menominee, Mich., where they attended the golden wedding anniversary of Mrs. Schneider's parents, Mr. and Mrs. A. Podore. They returned to Harlowton on Sunday evening, November 29th.

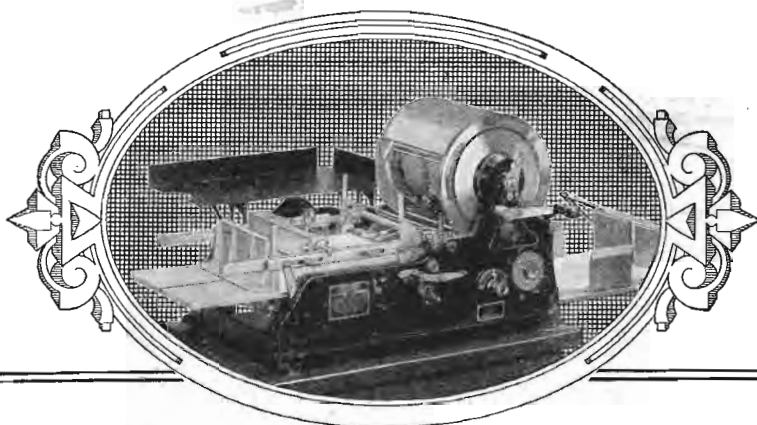
Walter E. Ball, third trick car clerk, was operated on at the Mobridge hospital on November 21st and is getting along nicely. During his absence his position is being filled by Robert Tallman of Miles City.

The Mobridge Division of the Benefit Association of Railway Employees have for several years given an annual Christmas party, distributing nuts, candy and gifts to the children of the B. A. R. E. families, but this year on account of the depression and the unemployment they decided to use the money for other purposes and have donated \$100.00 to the Milwaukee Women's Club and \$25.00 to the local Red Cross to be used for relief purposes. They deserve a vote of thanks for this generous act.

A fuel conservation and traffic meeting was held at the Milwaukee Club rooms on Friday evening, December 4th, with a goodly attendance. Among those present from out of town were: Supt. G. H. Hill, J. J. Foley and W. E. Ring of Miles City, and J. S. Griffith of Tacoma.

Agent O. B. Tripp of Hettinger, who was under observation at the Mobridge clinic for a few days, returned to his home on December 7th.

Mr. and Mrs. Sam Hunter of McLaughlin were called to Birnamwood, Wis., by the death of Mr. Hunter's father, which occurred on November 11th.



The one outstanding fact about the Mimeograph is that it is a money saver. As never before it is being used now by railroads throughout the country. Whatever you type, write or draw on its famous stencil sheet is turned into

clean-cut duplicates by hourly thousands. Tariff sheets, illustrated letters, yard bulletins, manifest reports, etc., at high speed and low cost! Write A. B. Dick Company, Chicago, or 'phone branch office in any principal city.



We are glad to know that Sam Krist, formerly a laborer at the coal docks here, who was confined to the Yankton hospital about a year ago, has recovered sufficiently to be able to return to his old home in Greece. He was accompanied as far as New York city by Ray Lease.

Mr. and Mrs. Frank Morrison have moved to McLaughlin, where they will make their home.

Due to the reduction in forces in the dispatcher's office, we have lost two more families, Mr. and Mrs. Walter Horn and Mr. and Mrs. Wm. Hogan. The Horns have moved to the west coast, where Walter will exercise his seniority on the Idaho division. Mr. Hogan bumped the third truck operator at Bowman, Mr. J. R. Riordan. Mrs. Hogan and Robert have gone on to Wenatchee, Wash., where they will spend the winter.

Mr. R. S. Lewis is again agent at Selfridge, N. D., relieving Mrs. Cornell, who is on a leave of absence. The Arts and Travel Club of Moberge as well as other friends of Mr. and Mrs. Lewis, presented them with a "canned fruit" shower. The Lewis's have a host of friends in Moberge who miss them a lot. We wish them happiness in their new home.

Brakeman John Dahl had the misfortune to have his right hand caught in the gearing of a combine machine while working on a farm near Eagle Butte, mangling it so badly that it was necessary to have four fingers amputated. He is now at the veterans hospital at Fort Snelling.

Conductor L. W. Clark underwent an operation for appendicitis at the Moberge hospital on December 2nd. We are glad to know that he is convalescing nicely.

Miss Rose Mary Dernbach, librarian of the Milwaukee Women's Club at Marmarth, was operated on for appendicitis and has now returned to her home.

Coal dock foreman, Ray Lease, met with a painful accident on Saturday, December 5th, when a timber fell on him, breaking two ribs. He considers himself fortunate that it was not worse.

Mrs. J. L. Caldwell and daughter, Barbara, spent a few days in the twin cities Christmas shopping.

Mr. Philpot, traveling freight inspector of Sioux City, spent December 9th in Moberge on business.

Fullerton Ave. Building A. M. D.

WE ARE very glad to announce that J. Hewett of the Freight Auditor's office is recovering very nicely after a month's illness.

N. Allaire of the Freight Auditor's office reports that the bazaar at the church was very successful. Nap acted as one of the loud speakers in the ham and bacon booth.

A. C. Lindmark of the Freight Auditor's office returned to his desk after two weeks in Wisconsin hunting deer.

Alex Finder, formerly of the Ticket Auditor's office, was in to visit us the other day looking prosperous and happy. Remembering the long list of lonesome maidens Alex left behind, we wonder which one brought him back.

Josephine Lazare of the Ticket Auditor's office entertained a few of the girls in honor of Mrs. Lora Dudle who is leaving the service. Those present were Marie Klebba, Lillian Schoepf, Lora Dudle, Carrie Hammermiller, Emily Lukes, Myrtle Freitag, Dorothy LeVeigne, Evelyn Lehmann, Mary Geroni, Freda Samuels, Mrs. Anna Curcio, Dorothy Wilson, Mrs. Margaret Lazare and Mrs. Angeline Grisanti. Games were played, Marie taking first prize and Lillian second, after which a splendid lunch was served. The girls all report a splendid time.

What happened to "The Independent and Par-

ticular Men's Club" organized in the Ticket Auditor's office. With a president and vice-president like Ed. Kusch and Hank Tobin, this club should do great things. Don't you think you should keep us posted on your progress?

The boys of the Ticket Auditor's office are hoping Pete Meyer and What-a-Man Taber will get together on this polo and basket ball match. Make it soon boys.

We are happy to report that Mrs. James Connors, formerly Flo Cames of the Ticket Auditor's office is still on the road to recovery after having her arm severely injured in an automobile accident.

Felix Specht of the Auditor of Station Account's office is doing his duty as a citizen. He is serving on the jury in the Criminal Court. When do you expect to be paid Felix?

Wm. F. Ryan of the Auditor of Expenditure's office is the proud papa of a baby girl. Congratulations Bill.

Harold Meyer of the Car Accountant's office has gone musical. He is taking lessons on the saxophone.

The Stork believes in early Christmas delivery. After stopping and leaving a baby girl at George Weseman's home it hurried over to A. C. LaRue's way out in Bartlett and delivered a bouncing baby boy. Congratulations.

Osmund Osmundson of the Auditor of Overcharge Claims' office has ceased to make his usual week-end trips to Fox Lake. We don't blame him for that after an appendicitis operation and two weeks' jury service. However, we are glad to have you back Osmund.

Although he lives near Park Ridge, L. W. Lew wants it understood that he has no interest in the Lewandowski Building mentioned in the Loan Association letter of December 14, 1931. He further states that if he did, the interest would be paid in full. 'At-a-boy, Loui!

When a few years ago the son of President Coolidge, upon graduation from college, got a job with a railroad, the press took occasion to point out the plain duty of a father in such cases. The whole country seemed to think it about time for the boy's father to drop the duties of state long enough to hold a committee meeting with the lad out in the woodshed. We never did find out how it all ended but there was a lot of talk at the time. It now comes to light that there was just one man in the land who thought young Coolidge was sane at the time, believing there is still a future in railroading for any young man or woman who will get the feel and the thrill of the great throbbing locomotive in his blood. We are startled at this independent thinking, this pioneering in uncharted fields, but we honor the man for his freedom and daring and are proud he is one of our members. There is no use naming him right out in church to be beset by the rabble, but there are many in the Freight Auditor's office who will bear us out. Now this man is not just an idle dreamer in the field of economy, he practices what he preaches—takes his own medicine. When his son was born a daughter it was a disappointment of course, for girls have a harder time getting far up the railroad ladder, but did he give up in despair? He did not. Over at the hospital the nurse kept finding cinders in the baby's bed but they never were able to catch him putting them there.

Be that as it may, the baby grew toward womanhood under the guidance of her father and took ever a keen interest in the science of railroading. As a final incentive to her ambition to pick up where her father leaves off, he has arranged to install in the home a miniature railroad complete to the most minute detail of station and shop buildings, signals, freight and passenger trains, an automatic train control system, even a review bureau, and her education goes on apace. She will be six months old at Christmas.

Eight young ladies of the Freight Claim office held a luncheon and bridge in the Women's Club Room December 14, 1931. Florence Swanson was the lucky lady to win first prize.

SLEEP TONIGHT



FATHER: This old knee might have kept me awake again. But it feels fine now.

MOTHER: I knew it would. Damp weather can't bother you with Sloan's in the house!

DAMP-DAY PAINS

Pat them away—Sleep!

Don't let stiff, sore joints rob you of sleep in cold, damp weather. Just pat on Sloan's Liniment. Fresh blood flows at once to the sore spot. Pain gives way to warm, soothing, welcome relief. You enjoy a good night's sleep. Get a fresh bottle today at your druggist's. Only 35¢.

Warms Like
Sunshine

SLOAN'S Liniment





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 SUPERIOR QUALITY
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DELICACIES FOR THE TABLE

Specialties

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Game, Fruits and Vegetables**

E. A. AARON & BROS.
CHICAGO, ILLINOIS

Protect Your Earning Power with a

PROVIDENT POLICY

Railroad Men all over the United
States Testify to Provident
Promptness in Payment
of Claims



Agency Proposition to Furloughed Men

Rocky Mountain Division Northern Montana

Max

J. Z. RAMSEY, agent at Denton, was called to his old home at Wadesville, Ind., on a very sad mission the latter part of November. His mother and father, who had retired from their farm, were driving to the place when it commenced to rain. His mother raised an umbrella, which frightened the horses and they ran away, turning the buggy over and throwing both of the old folks out. His father sustained a fractured skull which resulted in his death. Mrs. Ramsey's hip was fractured, her shoulder dislocated and nose broken. She is getting along as well as could be expected from the shock of the loss of her life partner and her own injuries. Mr. Ramsey is survived by his widow, one daughter, Mary, a teacher in the public schools of Indianapolis, six sons, Orville, of Los Angeles, George, of Nanking, China, Stanley, of Oliver, Ind., Clyde and James residing in Chicago, and J. S., agent for the Milwaukee, at Denton, Mont.

There was a large gathering of Milwaukee employees and their families at the club house in Lewistown to hear the various pension plans for railroad employees discussed. The subject was ably presented by Conductor O'Dell. After the meeting a fine lunch was prepared by the men and cards were enjoyed. It was ladies night, the men looked after all the arrangements and finished the job by washing the dishes.

Funeral services were held at Creel's chapel December 15th for Homer Bowman, who died in Lewistown on the 13th. The Lewistown Elks lodge, of which he was a member, had charge of the services. The Rev. George Hirst made the address. Mr. Bowman was for several years employed at the local freight station at Lewistown.

Our work in looking after the public is a matter of business. Some men get a great deal of

pleasure out of their assignment while others figure that it is a matter of a livelihood. We were pleased to transmit the appreciation of the Fergus County Poultry and Producers Marketing Association to our Division Freight and Passenger Agent, at Great Falls, of the fine service given them, in this, their first pool shipping. They were especially grateful to our agent, Mr. Holmes, of Grass Range, for looking after their wants late into the night and giving them access to his office for their clerical work and keeping such a good fire in the waiting room stove, which was much enjoyed by all the members and those in charge of the shipping at that point.

Charles Coleman, formerly employed as a machinist at Lewistown, now connected with the shops at Galewood, Ill., was in the city on his return from Los Angeles, Calif., where he was called account of the death of his sister. At Seattle, he ran across former Superintendent Cleveland, who wished to be remembered to all of his former Northern Montana division associates.

The correspondent for the MILWAUKEE MAGAZINE spent a very enjoyable evening with Troup No. 71 of the Boy Scouts, which is sponsored by the Lewistown Rotary club, at a recent inspection and get-together meeting of the parents and the troupe. It was our job to lead the singing in which all joined in heartily. We now have a regular assignment with the rest of the troupes of the city. Troup No. 71 is composed mostly of boys of the Milwaukee family. A fine dinner was served which was looked after by Mesdames Wood, Goldbrand and Gilham.

M. B. VanWiegen, general chairman of the O. R. C., and L. A. Borden, general chairman of the B. of R. T., were Lewistown visitors informing the local men of the matters discussed with the presidents of the railroads at the recent meeting in Chicago in connection with the wage question.

H. R. Burnett has returned from Casper, Wyo., where he attended the funeral of his sister.

Harry Eastlick made a hurry up trip to Minneapolis account of the serious illness of his mother, who passed away before he reached there.

Howard Guyer is still confined at St. Joseph hospital in Lewistown with sinus trouble. His many friends hope for a speedy recovery.

Tom Erickson is visiting with relatives at Andover, North Dak.

Mr. and Mrs. W. J. Retallick spent the weekend at Harlowton.

Mrs. R. W. Janes is leaving for Seattle where she will spend the holidays with her parents.

Messrs. Randall and Brisbane, of Great Falls, put in two days in Lewistown calling on Milwaukee patrons.

Assistant Superintendent N. H. Fuller made a business trip to Spokane.

Jake Schaefer is spending several weeks with friends on the coast. He is being relieved by Charles H. Baker.

Word has been received that Jimmy Campbell, formerly operator at Lewistown Yard, is now located in Seattle where he has a successful popcorn and fruit stand.

Cashier August W. Berge will be in charge of Lewistown station while "Max" goes to New York to get acquainted with his grand-daughter. Mrs. Maxeiner will accompany grandpa.

Mr. and Mrs. Claude M. Brown and son Maurice are spending the holidays at the home of W. J. Retallick, of Lewistown.

Former Superintendent Bowen writes from Bellingham, Washington, that he enjoys his new location very much and wishes to be remembered to his former associates on the old Northern Montana division.

I. & D. Items M. C. B.

ENGINEER J. J. DOWNS and wife were called to St. Genevieve, Mo., November 13th, on account of death.

W. E. Tritchler, former chief carpenter at Mason City, and now chief carpenter at Austin,

was a visitor at Mason City offices November 13th.

Joseph Shaben, retired agent on this division, visited the local offices November 13th, on his way east.

R. P. McGovern, traveling time inspector, of whom we have seen very little in the past few years, was in the superintendent's office at Mason City for several weeks during November, in connection with the new timekeeping system.

Mrs. C. E. Mutschler, wife of chief clerk in the city superintendent's office, spent a few days at Dubuque the early part of November, visiting her mother.

Mr. W. F. Ingraham and Mr. H. L. Hoskins attended the funeral of Assistant General Manager E. F. Rummel at Milwaukee.

Sympathy is extended to the family of Mike Barnett, section laborer, who died November 24th.

Sympathy is extended to the family of Charles A. Gustafson, carpenter, who died at Mason City, Ia., Monday, November 16th. He had been with the Milwaukee for 45 years, as a carpenter and had been ill about a year. Funeral services were held and burial made at Mason City.

Sympathy is extended to the family of James Mahoney, passenger brakeman on this division, who died November 16th at Waukon, Ia. He had been ill about 24 days with pneumonia, from which complications caused his death. He formerly lived at Sanborn, Ia., and funeral was held and burial made there.

Mrs. M. M. Burns, accompanied by Miss Zaidee McCulloch, were visitors in Sheldon during the week of November 16th.

Our company attorneys at Mason City, James Blythe and J. E. E. Markley, are observing the fiftieth anniversary of their law partnership, which started in September, 1881. Mr. Markley is celebrating the fiftieth year of the partnership with a tour around the world. He, together with his wife and daughter, sailed from New York December 3rd, the first point being the Madeira Islands. Mr. Blythe took this trip in 1927.

Mrs. Maurice A. Bost, wife of division engineer at Mason City, made a trip to Minneapolis November 23rd, where she visited her parents, Mr. and Mrs. DeWitt C. Smith, and also visited her son, Bob, who attends the University of Minnesota.

If you are figuring on buying a radio, we would advise you to consult Mr. C. Donovan of the Mason City Yard Office, who, we understand, is an expert on radios. He obtained his education from local radio dealers.

Did anyone ever notice the remarkable resemblance of our busy yardmaster at Mason City, to Harry Zebkar? It is uncanny, especially when F. H. D. has a plaid cap on.

Sympathy is extended to the family of Charles McEldoon, veteran engineer on this division, who died at his home at Mason City December 6th. He had been ill about 14 weeks.

Sympathy is extended to the family of A. W. Harmon, who passed away at his home at Mason City December 8th. He had been ill since last July. Mr. Harmon was formerly of Sanborn and worked out of there as an engineer. He is survived by a daughter, Mrs. C. L. Kirck of Minneapolis, and a son, Roy P. Harmon, of Mason City.

Mr. Earl Jefferson, fuel supervisor, was in Mason City December 10th and spoke at the coal conservation meeting held that evening.

The operating-traffic department meeting held at Mason City November 30th was well attended, and it also introduced to those on the east end, Mr. F. R. Doud, trainmaster at Sioux Falls, who attended this meeting.

There is absolutely no truth in the insidious story circulated about Leo Montgomery. He emphatically denies ever having any powder on his nice blue overcoat, and the vehemence of his reply would indicate that he will never have any powder on it.

Kansas City Division C. M. G.

EUGENE M. PACKARD retired from active service on September 30, 1931. He began his career as a railroader in the year 1876 and was first employed by the L. S. & M. S. Ry. Co. His services with the Milwaukee began on January 15, 1882; for five years he was employed as a brakeman, then promoted to a conductor. On November 3, 1903, he took up the duties of a passenger conductor and for the past fifteen years has been on the Marion line passenger, running between Ottumwa and Marion, Iowa. Mr. Packard has returned to his home city, Ashtabula, Ohio, and from information received from him he is hale and hearty and is enjoying his new home. He made many friends among the traveling public and the employees of the Milwaukee, all of whom wish him good health and happiness for many years to come. His address is 4934 West Avenue, Ashtabula, Ohio.

We all were very pleased to see Mr. H. F. Gibson, former superintendent on our division, who paid us a visit on Monday, October 26. Mr. Gibson had spent several days of his vacation at Excelsior Springs, Missouri, and stopped off at Ottumwa en route home.

The employees in the superintendent's office want to express their thanks to Roadmaster A. C. Tubaugh for the box of persimmons which he had sent to the office recently. They were certainly good; we enjoyed them immensely and appreciated his sending them to us.

F. A. Allen, operator at Linby, was off duty for several days on account of the ill health of Mrs. Allen, who is report much improved. The biggest game of C. L. Post, agent at Blakesburg, while on a hunting expedition in the northern part of the state, was an elk, which we understand he is going to distribute among his friends.

Wm. E. Lindsay, "the helping hand" at Coburg, made an extended tour of the southwest, including California, Tia Juana and Agua Caliente in his itinerary.

J. N. Scannell, former operator at freight house, Kansas City, is on a leave of absence on account of ill health and is at present visiting in the state of Kansas recuperating.

Agent G. M. Reisch, Braymer, visited for several weeks with his sons in Los Angeles, Calif. He was accompanied by Mrs. Reisch.

On November 1, Herbert F. Zuber assumed the duties of agent at South Amana, Iowa, succeeding Mr. C. E. Ratzel, who has held the position of agent at that point since August 28, 1908. Mr. Ratzel resigned from the position.

On account of illness First Operator E. E. Barnes, Excelsior Springs, Missouri, was relieved by W. C. Wright.

Extra gang of approximately 32 men started to work on November 9 on the old main line between Polo-Birmingham in removing and clearing away the track. J. T. Loftus, extra gang foreman, is in charge of this work.

J. W. Calvert, agent at Ottumwa, and Mrs. Calvert, were called to Butte, Montana, on account of the serious illness of their son.

With the consolidation of the engineering department, Mr. W. H. Vosburg, division engineer, has been transferred to La Crosse, Wis. Before his departure he was presented with a Gladstone bag by the officials of the K. C. division. Mr. R. R. Lowe, assistant engineer, and Mr. Arthur Anderson, instrument man, were transferred to Savanna, Ill. Mr. W. G. Powrie, with headquarters at Savanna, succeeds Mr. Vosburg on this division as engineer.

Francis Barnoske, son of roadmaster, made a trip to the west coast as a representative of the Wheeler Bridge & Construction Company of Des Moines. He spent a month inspecting the redwood timber and mills along the coast.

Engineer F. E. Orvis, accompanied by Mrs. Orvis, spent ten days at Excelsior Springs, Mo.

Mr. and Mrs. James Morlock recently returned from a visit in the home of their son, Raymond, at Champaign, Ill.

Division Accountant A. C. Daacke and Mrs. Daacke spent two weeks in Los Angeles, Calif., making a trip to San Diego, Tia Juana and Agua Caliente during their stay in California. ACD claims the beer is good in the Mexican towns.

Harold Henson had his 1931 vacation during the latter part of October; also, Harry Vaughn, roundhouse clerk, who, with his wife and daughter, Marilyn, visited in St. Marys, Kansas.

The family of Mr. R. R. Lowe will continue as residents of Ottumwa for the present; also, the family of Chief Carpenter L. M. Farley will continue living in Ottumwa.

L. M. Farley, chief carpenter, left Ottumwa on December 1 for Marion, Iowa, at which point he will have his headquarters, now that he is chief carpenter on the Iowa Division.

Ferris D. Cooper, who came to this division from the Dubuque Division last February and was employed in the office of the chief carpenter, was transferred to the office of the division engineer, W. G. Powrie, at Savanna, effective with December 1.

Mrs. W. H. Vosburg and son Charles departed from Ottumwa on November 28 for La Crosse to join Mr. Vosburg. Mrs. Anderson and children Suzanne, Tommie and Jack are in Omaha visiting in the home of the parents of Mrs. Anderson, where they will remain until after the holidays.

Division Accountant A. C. Daacke and Mrs. Daacke spent two weeks in Los Angeles, Calif., including a trip to San Diego, Tia Juana and Agua Caliente during their sojourn in Los Angeles. ACD claims "The beer is good" in the Mexican towns.

Roundhouse Clerk Harry Vaughn, accompanied by his wife and daughter Marilyn, spent a vacation visiting in St. Marys, Kansas.

Another recent vacationist was Harold Henson of the superintendent's office. We think he spent his vacation "about town" as we have had no other reports.

Dispatcher R. O. Clapp and Mrs. Clapp left Ottumwa on December 5 for Minneapolis, Minn., to spend several days in the home of their granddaughter Mrs. George O'Gar. The real attraction being, of course, their great grandson, whom the just must see every so often.

Mildred Kissinger visited with her sister, Mrs. Hugh Evans in Tulsa, Okla. for several days during her vacation; also, a short time with Mrs. C. Peterson, Akron, Ohio. While en route from Tulsa to Akron stopped over in Chicago to attend the famous and much-talked of show "Green Pastures."

Mrs. M. P. Hannon recently visited with her sister in Chicago for a short time. Mr. Hannon's brother and wife were recent guests in Ottumwa.

Mrs. Sheridan, mother of Mr. G. C. Sheridan, has been visiting in Ottumwa in the Sheridan home for a month; will depart on December 13 for her home in Minneapolis.

Just what it was at first, it was hard to tell, For in its infancy it looked like He—
He watches it and cares for it in every way,
As it grows a little longer day by day.
He shapes it up and trims it just so;
Spends on it his time and dough.
Some folks don't like it, while others do,
But, those in favor seem very few.
He doesn't care what you think or say,
For END is determined to have a moustache some day.

Accomplished Brakeman

It was on a dark night. A trainman on top of a car was giving signals to the engineer, when he dropped and broke his lantern. Another man on the ground tossed his lighted lantern up to the man on top of the car.

In a few minutes the fireman, who was a new employe, came back and called to the man on top: "Let's see you do that again."

"Do what?" asked the brakeman.

"Jump from the ground to the top of a box car," answered the fireman.

8-Year-Old Son Teaches Father To Enjoy Pipe

Presents Him New Brand of Tobacco as Birthday Gift

Elmer C. Burg's eight-year-old son was puzzled to know what to do to remember his Dad's birthday. But an advertisement for Edgeworth tobacco offering a free sample solved his problem.

The advertisement seemed to convince the young lad that here was something his Dad would appreciate—and on his birthday morning Mr. Burg was presented with a sample package of Edgeworth. Just how much Mr. Burg appreciated this gift can best be judged by his letter.

Hamilton, Ohio
May 6, 1931

Larus & Bro. Co.
Richmond, Va.
Gentlemen:

Regarding the sample of Edgeworth Smoking Tobacco that you mailed to me, I wish to thank you for your kindness and say that I enjoyed the smoke and since have purchased more.

My eight-year-old son clipped your coupon and gave me the tobacco on my birthday. He said that after he read the advertisement he thought I would like to smoke a tobacco that was as good as you described Edgeworth to be.

Well, he certainly hit the nail on the head. And you are to be congratulated on an advertisement that would attract the attention of an eight-year-old boy who has the interests of his Dad at heart.

Sincerely yours,
Elmer C. Burg

Any advertisement that "sells" an eight-year-old boy *must* be convincing—but there certainly was more truth than fiction in it, for Mr. Burg has been a confirmed Edgeworth fan since his birthday gift.

If you are a pipe smoker and don't know Edgeworth, you should try it. You're pretty sure to like it too. Why not see for yourself?

Your name and address, sent to Larus & Brother Co. at 108 S. 22d St., Richmond, Va., will bring you a generous sample packet of Edgeworth. If you get the smoking enjoyment out of it that most men do, you can be sure of finding the same fine quality in the Edgeworth you buy at any tobacco store, for Edgeworth quality is always the same.



You can buy it in two forms—Edgeworth Ready-Rubbed and Edgeworth Plug Slice. All sizes from the 15-cent pocket package to the pound humidifier tin. And, by the way, you'll enjoy listening to the Dixie Spiritual Singers as they sing in the Edgeworth Factory over the NBC Blue Network every Thursday evening.

La Crosse—River Division Items

Eileen

A BIG fellow with boots on jumped off No. 6 at Wabasha the other day and surprised the old bunch. Larry Palmquist is back in the River Division engineering office after a ten months' stay at Aberdeen, on the H. & D. Division. Charlie Carlson was there and had to wipe his eyes to be sure they were not deceiving him. Larry says he is glad to be back, and we are surely glad to see him back. He returned to Minneapolis on the first of November and to do things up in a big way he announces his wedding that took place in Minneapolis on October 21st. Congratulations, Larry. Who is the lucky girl?

Little Martha Ann Thouvenell, five year old daughter of Mr. and Mrs. J. L. Thouvenell, Bangor, was struck by an auto and seriously injured about eight o'clock on the night of December 1st. The little girl was removed to the hospital at Sparta, and the latest reports are that she is getting along nicely.

The Great Redeemer has claimed another of our veterans. Conductor Mike Kelly passed away at his home in Kilbourn November 9th of plural pneumonia after a brief illness. He was sixty-six years of age with a service record of forty-two years as brakeman and conductor. Funeral services were held and interment made at Kilbourn.

At the extreme west end of La Crosse Yard at the switch governing trains entering and leaving the yard, a Robot "mechanical switchman" has been installed. And this Robot is some guy. When the switch is O. K. and in normal condition he displays a big green eye, but when defective it flashes to a dangerous red in the fraction of a second.



The night was peaceful and the moon pierced the velvety darkness with playful lunar rays; No. 57 had just departed and No. 68 was all ready to go. Bill Conners, the roundhouse foreman, seated himself for a moment's respite from his duties, when like an S O S from a soul in distress, a scream, well, not exactly a scream, say a squeal, rang out into the tranquil night, and Bill, almost swallowing his pipe in excitement, ran to the telephone to be greeted by a nearly incoherent voice, which repeated over and over, "Bill, hurry to the roundhouse, a pig fell into the turntable pit." Bill, harried by thoughts of an L-3 in the pit, was wafted, not exactly on the wings of Mercury, as his various bruises and barked shins testify, to say nothing of bent and broken switch stands. In due course he arrived at the roundhouse, and

sure enough there was the pig in the pit, but not of the L-3 variety, just a good old-fashioned four footed porcine and you may take our word for it that Mr. Pig was letting the world know what it was all about.

"Now," mused Bill, "What to do. This is no case for the derrick. The only thing to do, boys, is to go down there after him." And straightaway the night guard descended in a body into the pit for the honor and glory of old Portage Roundhouse. Rah! Rah! After an hour of straight football and forward passes, end runs and many, many attempted kicks, all of which were aimed at Mr. Pig, who successfully eluded them, the score remained in his (Mr. Pig's) favor.

Bill then called for time out, and as the trusty crew wearily dragged themselves out of the pit, Mr. Pig, with an ungentelemanly snort, blithely leaped forth and wended his merry way down the track, with no regrets from his late would-be captors.

In explanation, let it be said that Mr. Pig, espousing a favorable opportunity, escaped from his moving abode in No. 68 for the moment to breathe a bit of fresh air, and with piggish instinct went to the roundhouse, but such inhospitable treatment left him aghast and with firm resolution to cross these places off his list, while on the other hand Bill took his "engineer's pencil" and after carefully wetting it with his tongue issued bulletin as follows:

"Be it known to all men, that hereafter pigs without numbers will not be allowed in the roundhouse at all, and any such pigs as we encountered this day and date, falling into our table table pit will be disciplined severely—providing we can catch them."

It again falls to our lot to chronicle the passing of another of our old timers. Pat Coughlin, who passed away at his home in Madison recently, was in our service for 38 years as operator at various stations, and more recently as a clerk at Columbus, which position he had taken because of his failing health. He was fifty-six years old. His many friends will mourn his passing.

About six miles west of Portage on our La Crosse Division, near a deep cut through which the line passes, is the lonely grave of an unknown laborer who was accidentally killed when the road was building through in 1858. This grave lies close to the right of way, surrounded by a white board fence and is taken care of by the section men. Two large oak trees a foot in diameter are growing on it. And this particular place has since been known as Dead Man Cut.

Seattle News

Claire E. Shappee

MRS. WM. NELSON (Grace Cummings) entertained the girls from the Traffic and Transportation Department Friday evening, November 6th, at her apartment. We all had a very wonderful time. Court Whist was the game of the evening. First prize was won by Miss C. Bouldin, second prize by Claire E. Shappee and consolation prize by Annette Standaert, after

which a very delightful lunch was served. Mrs. Nelson is certainly a wonderful hostess.

The Milwaukee Thrift Club has completed another successful year. At a meeting held November 6th the following officers were elected for the coming year: H. O. Engel, president; S. Greengard, vice-president; Ethel M. Lee, secretary-treasurer; A. Palmer, recording secretary.

Marie Cleary of the general manager's office, has returned from her vacation. She visited many friends in St. Paul and returned by the way of the Canadian Pacific, visiting Winnipeg, Lake Louise, Banff. Upon arriving in Vancouver, she visited at the home of General Agent and Mrs. F. J. Calkins.

Many folks from the general office attended the Milwaukee Women's Club dinner on Tuesday, November 10th, in the club room at the Union Station. Everyone who attended said a very wonderful dinner was enjoyed and the program was very nice. A beautiful lamp was raffled off for the benefit of the Club and Miss Helen Walsh of the division freight and passenger agent office was the lucky winner.

Mr. F. N. Hicks, western traffic manager, and Mr. Harry Rowe, A. G. F. A., left Sunday, November 15th, on the business car "Snoqualmie" on a business trip over the line west of Mobridge.

Mr. L. H. Robbins, agricultural development agent, from the Chicago office, was in Seattle this week on a business trip, with Mr. C. C. McCormick, agricultural development agent in this territory.

Mrs. Dorothy Walsh made one of Stablein's turkeys miserable Thanksgiving, as a result of winning on an 80 to 1 shot. The idea was to guess the number you would draw and win a bird. Dorothy selected good old No. 13 and won a 13 pound turkey. McLeod, the Scotchman, selected No. 79 with the hope that he would get a 79 pound turkey, but it did not work.

If anyone would like some good advice about quail shooting, ask Dick Linstrom of the general manager's office. We believe he has had a lot of experience.

E. M. Stablein has a new title now. He has been named the Turkey King of Maple Valley. When it comes to raising turkeys, he's got them all beat. Now that the transportation department has the two highest honors, one of raising mushrooms and the other of raising turkeys, all they need now is to have Mr. Murtha raise some oysters to go with the rest.

Seattle Local Freight

Mr. Carpenter, who recently underwent an operation, is now back at the office.

Ira Sonnedecker, formerly of the bill room, worked with us temporarily last week.

The strange noise you have heard in the upstairs office the last ten days is nothing more than Bill Woodard's "heavy" cough.

Quite a number of the Seattle clerks spent the Thanksgiving holiday in Tacoma: Daisy Webb, Bill Woodard, Kenneth Alleman and Raymond Fink.

Mr. and Mrs. Earl Connelly spent Thanksgiving in Spokane.

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Mr. Notske is now back at work, having been away on account of illness. During his absence the yard was superintended by none other than "handsome" Jack Webb.

Mildred Fettes, Martha Prentice, Daisy Webb and Laura Babcock had dinner with the "Milwaukee Women's Club" at their annual affair November 10th. Our chief clerk and agent were there too.

The marine department is now located at Ocean Dock.

It isn't often a Milwaukee clerk's picture appears on the "pink" of our local newspaper, and it remained for Shorty Coburn to claim this glory the night of the fire near Ocean Dock. He discovered the blaze shortly after midnight and due to quick action on his part in demonstration his "fire prevention" instruction, the dock was but slightly damaged. Switchman Craft was also on the job, and assisted Mr. Coburn. Appreciation, boys!

Speaking of "shadows," as this goes to press, Paul Muffy seems to have drawn one, C. MacLennan having displaced him on the claim desk. Where to now, Paul?

Happy New Year!

Hot Shots from the West—T. M. Division

Helen Kirwan

HAPPY New Year and best wishes for health and prosperity for you all and the end of the period of depression. Who could ask for more?

Joyce Ann Bethke is now queening it over the Bethke domain. The little miss is a very new arrival at their home and much rejoicing is in order. Congratulations folks!

Al Boltz, engineer, and Nome Tarpo, section foreman, underwent operations at the Holy Rosary Hospital recently. Both are doing nicely, it is reported.

Mrs. Alf Erickson is recuperating from an operation for appendicitis.

Mr. H. B. Rivers enjoyed a visit with his daughter, Mrs. F. E. Risken, formerly Dorothy Rivers, and two kiddies here from Chile, S. A. They spent several weeks visiting in Montana cities.

Mrs. Felix Wagner and daughter Margaret returned the latter part of November from a trip to Chicago, where they visited at the Harry Kelly home. Margaret said she saw Mr. Ed Murray in the Union Station and had a little chat with him.

Mr. and Mrs. Jack Price spent the Thanksgiving holidays in Chicago and Minneapolis.

Mr. Sleavin of the Claim Dept. journeyed to Missoula the first week in December looking after claim matters.

Mr. Frank Wolfe and two children expect to join Mrs. Wolfe and Rita in Chicago during the Christmas holidays. Rita is responding to treatment under a research physician there, it is understood.

Christ Tarpo of Harlowton and H. M. Geelhart of Roundup were business visitors here during December.

Our sincere sympathy is extended to the sorrowing families of Dan Harris and Al Lester, who passed away during November and December. Both employees are held in the highest esteem among the Milwaukee family here and we sincerely regret their passing.

Helen Kirwan plans to spend Christmas holidays in Minneapolis and the old home town in Nebraska.

Ann Anderson expects to spend Christmas in Mobridge with hubby "Norm."

Thanksgiving morning approximately a hundred foot ball fans from the old cow town journeyed to Butte to root for the home team. Among them our Chief Dispatcher Nummerdor and Yardmaster Nelson. Account of train delays near Harlowton, the fans arrived in time to see only the last 15 minutes of the game and of course the old home team, feeling the lack of

that vocal assistance, lost to the Butte team. It is said that the two above mentioned parties were lost in the city after the game was lost and they were taken for prohibition agents and what not and—well, the trip was disappointing all around, to say the least.

Big crowd at the November Safety First Meeting in Miles Town. I counted about 75 on the roster. The Women's Club can hold quite a few more and remember, Mobridge had a hundred, as I told you before. Mercy, I didn't mean to turn poetic, but there's a moral attached to it anyhow. Miles City Safety Meeting—First!

Joe Peschl expects to visit in Mankato, Minn., for the Christmas holidays.

Miss Cathryn Rivers, daughter of H. B. Rivers, came home to Miles City to spend the holidays. Cathryn is a student at Bozeman.

Dubuque-Illinois—2d District

E. L. S.

OUR friend Geo. Glassner, Pipefitter, Dub. Shops raises rabbits as a side issue, and at the poultry show held at Dubuque week of Dec. 7th to 12th he as usual secured the greater number of the prizes, and is now the holder of the silver cup on account of having first prize for three years in succession. He was offered \$50.00 for one prize rabbit, but refused. George is now walking on air.

Ray Hursey, formerly Chief Carpenter's Clerk at Savanna, returned to Dubuque during November and is now employed as Clerk to Agent J. P. Whelan.

Jos. E. Kretz, formerly operator at Specht's Ferry, is now Agent and Operator at Volga City, having displaced Agent C. M. House December 7th.

News seems to be as scarce as business this month, and wish someone would get busy and send some notes for this column, photo of themselves or children, or any kind of news, as it surely will be welcome.

Although too late to wish a Merry Christmas and Happy New Year to anyone, hope that the new year will have in store for everyone plenty of employment.

The following item clipped from Dubuque Telegraph Herald & Times Journal of Nov. 16th, 1931:

One hundred Milwaukee railroad engineers and firemen and their ladies enjoyed a banquet at Oriole's hall, Sixteenth Street and Central Ave-

nue, Sunday evening. The event was in the nature of a farewell party for C. H. Butler, Milwaukee railroad traveling engineer, with headquarters in Dubuque for the past five years, who is to become roundhouse foreman at Marquette, Iowa.

The feast, "fit for a king," was served by the ladies' auxiliaries of both the engineers' and firemen's organizations.

At the conclusion of the banquet, Mr. and Mrs. Butler were presented with gifts, then talks were given by Chief Engr. Woodward, Engr. Chaloupka, Bro. Took, Retired CB&Q Engr., Bro. O'Toole, also Mrs. Brewster, Past President and Charter Member of the Ladies Auxiliary, and Mrs. Jenni, President of Ladies Aux. B. of L. E., and Mrs. M. P. Galvin, President of Ladies Aux. of B. of L. F.

Cards and other social diversions followed the banquet.

Iowa (Middle and West) Division

Ruby Eckman

WILLIAM T. LEWIS, who has made his home in Perry for some time with his son-in-law and daughter, Conductor and Mrs. Edward Davis, died suddenly the latter part of November while on a visit to his children in Newton. The remains were brought to Perry where funeral services were held and interment took place.

November 27th, at Perry, occurred the death of Conductor Freeland L. Holdridge, one of the veterans of the Iowa division. Mr. Holdridge had been on sick leave for some time following an accident and while he had been a sufferer from heart trouble his death was sudden and a shock to his family. Engineer Earl Holdridge of the Iowa division is a son. Another son, Ray, is also at home in Perry. Mr. Holdridge had been a Milwaukee employe for 43 years.

E. E. Delacerda, a relief operator on the Des Moines division, died at a hospital in Kansas City, November 27th, following an operation for kidney trouble. The young man had been ill for some time. The remains were brought back to Des Moines for burial. His wife and two children survive.

Mrs. A. Borg, mother of Engineer Arthur Borg and Engineer Joe Kirkwood's wife, was in a Des Moines hospital the latter part of November and for part of December for a major operation.

Mrs. Cynthia Conner, mother of Conductor I. E. Conner, died at her home in Perry, November 25th, following an illness due to the infirmities of

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age. Mrs. Conner was a resident of Perry for about forty years. Burial was made at Perry. Six conductors, close friends of her son, served as casket bearers.

Switchman Scott Carhill had a reportable accident the latter part of November but instead of being reported to the Safety Department of the Milwaukee, Scott had to report to the Perry police department. He had parked his car in front of the Knapp-Young pool hall and when he started it the car was in gear, and started ahead. Before he could get control of it he had struck the frame of a big window, cracking a big plate glass.

Robert W. Porter, who had worked the Iowa division as a conductor during the time the double track was being done, died at his home in Des Moines the latter part of November. Bob left the service a number of years ago to go into the insurance business. Conductor and Mrs. W. T. Stockton attended the funeral services.

Miss Flora Sprague, daughter of Engineer Fred Sprague, was in the Perry hospital in December for treatment.

Conductor Frank Dow's wife had the misfortune to get her hand in an electric wringer, the fore part of December while doing the family washing. While no bones were broken the hand was quite badly bruised.

Machinist Erwin Dettman and family were called to Shulsburg, Wisconsin, the fore part of December on account of the death of a sister of Mrs. Dettman.

Head Boilermaker Louis Lenhart of the Perry shop force has been off duty for several weeks on account of sickness. The doctors at home being unable to agree on a diagnosis of his trouble, he went to Rochester, Minn., the fore part of December for examination and treatment.

The first of December, the second and third trick train dispatchers in the Perry office, who handle the work on the Des Moines branch, were moved to Perry yard office and now handle the work of the second and third trick yard operators in connection with their work as dispatchers. O. P. Byrd, who was on third trick, went to Atkins yard to displace a younger man on a regular position and R. E. Fitzgerald went on the extra list, going to Manilla to displace Lyle Butler, who has been holding a trick there due to the illness of George Disburg.

Laura Ellen was the name which Mr. and Mrs. John Harrison gave their new daughter, born November 24th. John is an employe at the round house in Perry.

Brakeman Frank Shackleton, who has been working in Chicago while work on the Iowa division has been light, was out home for over Thanksgiving with his family.

Des Moines division Conductor Shannon has been laid up with rheumatism and unable to work for several weeks.

Conductor J. L. Roberts laid off the latter part of November to make a trip to Texas to visit a brother. His wife was ill all the time they were gone and he had to cut the vacation short.

Perry folks were shocked November 17th when they learned of the sudden death of Engineer Clayton Kerlin's wife. Mrs. Kerlin had arisen apparently in her usual health, and while preparing the family breakfast, suffered a heart attack which caused her death within a few minutes. The Kerlin family have been residents of Perry for a long time as Mr. Kerlin is one of the veteran engineers.

Notes from the Willapa Harbor Line

By R. R. T.

TRAIN schedules on this branch do not last very long. Hardly had we made mention of the new runs between Raymond and Hoquiam and vice versa when a new arrangement went into effect under which the crew from Hoquiam runs to Maytown and return, while the crew from Raymond runs to Chehalis (or occasionally to Centralia) and return. Both connect with the

Tacoma-Longview trains at Maytown and Chehalis respectively. This arrangement suits the Willapa Harbor crew first rate, as they are now at home every day and all day Sunday and Monday, except that Charlie Russell has to go home to Maytown Sunday morning and return to Raymond Monday afternoon; all the other members of the crew live at Raymond. Cap Brenner is still in charge of the Hoquiam run but we haven't heard who is with him now.

Much of the lumber from Onalaska is now reaching our Tacoma-Longview line at Napavine, so that there is not so much work on the C., C. & C. Interchange at Chehalis as there used to be.

The new tower job at Chehalis was bid in by Mr. E. P. King, who for a long time was agent at McKenna, until that station was closed recently. He will be quite undisturbed, except by trains, as the crossing is in a swamp, without even a road leading to it.

A night trick was put on at Maytown recently to expedite train service; it was at first held by Hazel Smith, but is now worked by C. F. Hughes, formerly of Minot.

Section Foreman Al Revord of Raymond, George Kales of Firdale and Jim Brennan of Burt now take turn about every third day to run over these three sections, forty-eight miles for the round trip, leaving them little time for other work on their days on. It is damp work, too, on rainy days, which are the rule here.

Mrs. Thomas, wife of Roundhouse Foreman J. Hayden Thomas at Raymond, was a visitor at North Bend recently with their daughter, married and living there. She went to Seattle with Mrs. Thomas' brother and family, who had been visitors at Raymond. Mrs. Thomas found the weather at Cedar Falls and North Bend very cold and windy and was quite reconciled to Raymond weather when she returned. In the meanwhile Hayden did a good job cooking for himself.

Mrs. Walgren, of Cle Elum, visited her hubby, Operator Bill Walgren, at Raymond over Thanksgiving and a week after that. She had hardly returned to Cle Elum, when she became quite ill with ptomaine poisoning, probably due to oysters; however, she is recovering at this writing.

Charlie Lenon, the popular agent at Raymond, went to Montesano with a degree team from the Royal Arch Masonic lodge of Raymond, of which he is High Priest, to put on an initiation at Montesano. He is quite a leader in Masonic circles of the Willapa Harbor and Gray's Harbor cities and always in demand for similar ceremonies.

George Hunt, the genial brakeman on the Willapa Harbor crew, and Mrs. Hunt recently enjoyed a week's visit by their daughter, Lois. Miss Hunt is a talented dramatic and vocal artist and is at present one of the cast of a light opera company now rehearsing at Los Angeles. George laid off, of course, to enjoy the visit the better; Jim Willis, Willapa Harbor extra man, relieved him.

Fireman George Pierce relieved Fireman Ed Spiegelberg recently, while Ed went out and caught a few fish.

Mr. D. E. Rossiter, now Rules Examiner, was a recent visitor on this branch, putting agents and operators through a course of sprouts. Everybody was very glad to see him, for Mr. Rossiter always had a strong hold on the affections of the employes on the Coast Division, when he was superintendent here.

The station force at Raymond is happy with a new roof on the depot, put on just before the heavy rains began. "Let it rain," is their motto now, whereas formerly every rain was the signal for tin cans and pails to be set out to catch as many leaks as possible. Many thanks to Superintendent Devlin for the shingling.

Pulleeze!

Teacher: "Are there any more questions you would like to ask about whales?"

Small Girl: "Teacher, what has the prince got to do with them?"

"The New I. & D. Hub"

(Former S. C. & D. Division)

M. F. Kasak

WITH the consolidation of the South Dakota mileage of the old Sioux City and Dakota Division with that of the Iowa and Dakota Division, the I. & D. becomes the longest division on the railroad with over 1,120 miles. The passing of the old S. C. & D. means the loss of Mr. F. T. Buechler to us, which we all regret, but since he is still located at Sioux City, we hope to see him often.

We, of the old S. C. & D., feel that we are fortunate in that Mr. Ingraham has become our superior officer. Most of us know him well, since some years ago when he was one of us in the capacity of trainmaster. He is always master of the job, while at the same time, is ever sympathetic of our welfare and ready to help us in every way possible. We are glad to become members of your family, Mr. Ingraham.

With the consolidation, Sioux Falls becomes the largest city on the I. & D. Division and, quite naturally, we feel somewhat "puffed up." We're a good town and we don't care who knows it. The Milwaukee Road has played its part in making us a city of 35,000 population and the business interests are showing their appreciation by favoring us with a liberal division of their tonnage and passenger traffic passing through our gates.

General Agent Griffiths reports business good in spite of economic conditions and that the loyalty of the employes has never been better. This is shown in their interest in securing new business and giving close attention to the business we already have.

Our Chamber of Commerce is appreciative of the action of our executive officers in locating trainmaster F. R. Doud, at Sioux Falls. We feel this move to be a distinct compliment and we welcome Mr. and Mrs. Doud into the Milwaukee family.

The Coal and Medicine Fund got an early workout due to the winter weather that visited us during the second half of November.

Colonel S. Kemp, genial guardian of Sixth Street crossing at Sioux Falls, has turned poultry salesman. Colonel keeps a weather eye peeled for anyone in need of poultry and then gets the buyer and seller together. Our guess is that Colonel's commission is good even if it is in the form of a Sunday dinner.

Switch Foreman Henry Hurt has moved over on the 9:00 A. M. job from the midnight job, this brings the total years on this job up to 275 which we believe to be near a record. Guess we will have to dub the 9:00 A. M. shift the G. A. R. Crew!

Ross Bankson's Ford coupe had an argument with a big burly truck at the stock yards November 30th and came off second best. Ross said that you never miss a good riding horse until it is laid up.

Switchman Fred Brown of Sioux Falls laid off during the last half of November partly to rest up from getting in his hours of service—and then Fred seems to disappear at times—wonder why?

Engineer John West of Sioux Falls made a hurried trip to California during the second half of November to attend the funeral of his father.

Engineer Fred Thomas has been holding down the Sioux Falls-Canton passenger job pretty regular as well as Fireman Bob Manson who balances the other side of the cab.

Gene Lovejoy, first trick operator at Sioux Falls, spent November 23rd trying to auction off a very choice boil and not having much luck with the auction decided to sell or trade for anything useful or useless. Gene wishes to announce that he will have to call all sales off now until he can produce a new boil for the ungrateful thing just up and left him.

William Griffith and Don Lovejoy spent the Thanksgiving holiday in Sioux Falls, they have been attending University at Vermillion.

Bobby West, aged eight years, passed away at the home of his parents, Mr. and Mrs. Lloyd West, Sunday, November 15th, at 6:00 P. M., after a short illness. Prayer service was conducted by Reverend John F. Robertson of Sioux Falls and church services were held at Egan, S. D., where interment was made.

We extend our sympathy to the West family in the loss of this promising young lad, whom many of us knew.

Section Laborer Claude Axtell passed away November 11th at the home of his parents at Trent, S. D. Claude was a mighty fine young man and a real workman. His passing means the loss of a friend to many of us and a good son to his parents. We sympathize with the surviving family in their great loss.

B. & B. Foreman Lars Linsley and his B. & B. Crew were in Sioux Falls on November 16th and 17th remodeling the men's waiting room of the passenger station to make room for an office for Trainmaster F. R. Doud. They did a good job and I'll bet any one of us at Sioux Falls is willing to trade offices with Mr. Doud.

EXTRA! EXTRA! Thomas Cavanaugh, second trick operator at Sioux Falls gets "mugged"! Seems like Tom and the Missus got to thinking things over (Xmas gift proposition, also) and decided that they wanted to see what Tom looked like since he has had his teeth pulled and then treat the neighbors, friends and relatives with the result. The Missus, after much argument and persuasion, agreed to take a chance and pose with Tom. We are awaiting the verdict patiently. (Mrs. Cavanaugh can't get back at me for this even though she is the Historian of the Sioux Falls Chapter of the Women's Club because masculine references in the Club's notes just isn't being done.)

CONVERSATION OVERHEARD IN SIOUX FALLS PASSENGER STATION

(We dig up the past when we can)

Some years ago, when we had a regular passenger over the Egan Line to Flandreau, there was a short layover at Sioux Falls and the conductor of the train on a particularly damp and disagreeable day stood in the waiting room entertaining those who happened to be listening, with his witty sayings. He took a great deal of pride in having the last word in everything—the plot thickens.

Enter, a Certain Lady, complaining very much about the disagreeable weather and mainly about a pair of thoroughly dampened feet.

Mr. Conductor—"Lady, why don't you wear hip boots?"

A Certain Lady (without hesitating)—"Can't, haven't any hips."

Victor West, son of Lloyd West of Sioux Falls, underwent an operation at McKennon Hospital for a mastoid December 9th and is reported as getting along favorably.

Lampman Anton Mortensen has been laid up since December 4th with an undetermined ailment for which it may be necessary to go to Rochester for treatment.

Bill Lagan and Tom Cavanaugh have been reported to have become great buddies. The dark secret is now out! By careful investigation we have discovered that since the boys had their ivory prospected that between the two of them they still have one good set of teeth. Bill has the uppers and Tom the lowers. The other day they were discovered in a hamburger joint taking turns using the other half set of teeth. Guess they are getting tired of playing Siamese twins for the latest out is that Bill has had plans drawn for a new set of teeth and stakes have already been set for the contractor to work by. Tom is now receiving bids to erect an overhead set of crushers.

John Connors, section foreman at Madison, has been laid up four or five days during the first half of December.

Mighty Dollar

Oh, but ain't it hard to stop 'em
As they shuffle out of sight?
Now you have 'em, then you drop 'em
Sure it is a constant fight.

Mighty Dollar, you're so slippery
Just as slippery as an eel.
When I thought I had you cornered
Quietly you'd from me steal.

Can't you change your tune, old Dollar?
Hunt for me just for a while
You will find it quite as pleasant
Building me a little pile.

Hunt me up and look me over
Tell me will you be my friend?
Yes, I know you've done your duty
And will do so to the end.

—A. P. Johnson, Alcester, S. D.

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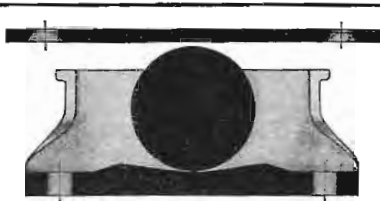
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Twin City Terminals Locomotive and Stores Departments N. A. H.

BOILERMAKER Daniel Moynahan passed away November 16th after having worked in Minneapolis Shops since April, 1880. Mr. Moynahan last worked in March of the present year.

Machinist John Martin lost his wife on November 11th and our sympathy is with Mr. Martin.

Mr. C. M. Jones, former engineer on the River Division and the oldest engineer on the entire system, was at the Swedish Hospital. Mr. Jones is 86 years of age and has been active in service up until a year or so ago when he retired on the pension.

Mr. E. Z. Hermansader has been laid up in the hospital but at this writing is at home and coming along good. Mr. Hermansader was very unfortunate in falling and breaking his right arm.

Mr. and Mrs. Arthur Sandy, engineer on the H&D Division, are now preparing to go to Long Beach for the winter but what's the matter with Minnesota weather—none better up to this week.

At the present writing, Mr. H. A. Wandberg is still confined to his home and will be so for some time to come.

Mr. James Watson, machinist Minneapolis Locomotive Shops, vacationed in the blue hills of Kentucky while the shops were closed down.

Mr. Willard Arnold, engine hostler, Minneapolis roundhouse, passed away suddenly December 4th at the hospital, from an infected appendix.

"Under Store Department Chargeouts of the Banks of the Wabash appears an item offering \$5,000.00 reward for any information concerning the Hemseys at Minneapolis.

And for your information (Miss Swanson?) and my claim of the \$5,000.00, the following is a very good line up on the Hemseys at Minneapolis.

Mr. John Hemsey, Sr., is now and has been located at Minneapolis since leaving Milwaukee.

Mr. John Hemsey, Jr., is just out of the hospital after undergoing a successful operation.

Miss Alice Hemsey is now Mrs. Dr. Mandry of Minneapolis.

And the two youngest sons of Mr. Hemsey are at home with his folks at Minneapolis."

Idaho Division

Gertrude Alden

THE Idaho Division held a Safety First meeting at Spokane on December 14th. The Milwaukee Ladies' Club served a lunch.

Conductor D. J. Kelley had in mind sending friend wife to Portland for the winter to enjoy the nice winter and roses, but he was bumped off the helper job at Beverly by Conductor F. C. Terrien, who wanted to go rabbit hunting with Conductor Collinge; result Mrs. Kelley is staying

at home and practicing her culinary art on D. J. Life is full of disappointments!!!

Leonard Lore was on the sick list. Earl says it is love sickness.

Ask Mac how to drag a deer (not a "deer") out of the woods after dark.

It is stated that Lawrence won the apple picking championship of the Spokane Car Department. Congratulations!!

Everybody is sorry that Gene was laid off. The girls around the Spokane Union Station will miss him; even the yellow cars will miss his kind treatments.

Chris is looking for the formula to start a "Henry" when it is cold, without fracturing an arm.

Section Foreman Nick Angelo and wife visited with friends at Colfax.

The wife of Fireman D. F. Armstrong took a trip to Portland.

Agent Chas. H. Burt of St. Maries is on an extended leave and is visiting relatives in Pennsylvania and New York. Charlie says it's a cinch to leave on the rest of family during the winter.

That friendly old bird the stork left a fine baby girl at the home of Instrument man Phil G. Holgren of Spokane. Congratulations to this young couple.

They tell us that former Train Dispatcher J. W. Corbett is just as good a policeman at Tacoma as he was train dispatcher at Spokane.

Austin Chapter

Mrs. Harriet L. Peck, Historian

THE regular Board Meeting was held December 11th at 2:30 P. M. at the club rooms, with the president, Mrs. VanDyke, presiding.

Reports from the officers and committee chairmen were heard. Mrs. Van Dyke gave an interesting account of the annual meeting in Chicago.

The welfare work under Mrs. F. M. Valentine showed many articles of clothing donated to the needy; numerous sick calls were made.

Our finances were reported by the treasurer, Mrs. George Haseltine, showing that so far we are a long way from being in the red.

Our picnic supper December 14th was well attended. The regular business was followed by community singing led by Superintendent VanDyke. It is fortunate for us that the supply of opera singers holds out else we might be in danger of losing some of our talent.

The annual Christmas party was held December 18th and the children's party on the 19th, when Santa Claus arrived by train with a lot of good things for the Milwaukee kiddies.

Austin Chapter was well represented at the annual Get-Together Luncheon, those attending were Mmes. G. A. VanDyke, H. J. Keck, J. D. Williams, F. J. Holmes, Oscar McGee, Walter Whiteside, O. E. Bradford, Elefson and L. F. Peck.

Twin City Terminals

Leda Mars

WITH the New Year of 1932, here's wishing you all happiness, good luck and prosperity.

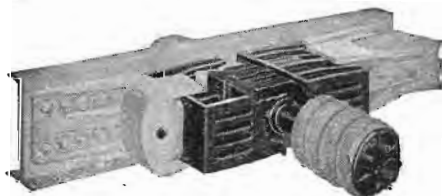
Applications are being received daily for the fuel and medicine fund. Mr. E. H. Bannon is chairman and Mr. R. J. Roberts is secretary and are taking care of many every day.

Mr. Frank Foster of the Cashier's Office was on the sick list a few days last week but is back with us again.

Mr. Phillip Jacobson, Check Clerk at Twin City Trf., is visiting relatives in Rockford, Ill. Conrad Hagen of General Manager's Office and formerly of the Local Freight Office was a welcome visitor here recently.

Mr. Harvey Lobdell of the Cashier's Office is still on the sick list but we all hope he will be back with us soon.

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Chicago Terminals

Guy E. Sampson

WELL, the little boomerang we hitched to the tail end of our December items did some good and we received some notes from two different parts of the Terminal. Well, any way, one of them had a resolution that was so good I want to start our January items off with it and here it is:

RESOLVED FOR 1932; To always keep SAFETY in mind, to look out for our fellow worker the same as ourselves; to think that thought and do that act that means the difference between Safety and Sorrow, and never to shirk the responsibility of pointing out unsafe practices, when observed, to the one practicing them. May we have a perfect record for 1932. While we are anxious to get a few items for publication every month, we can truthfully say that if we never received another item, that Resolution alone made our request of last month worth while.

George Beltman was called to Michigan last month to attend the funeral of his father. Our sincere sympathy is extended to the bereaved ones.

George Tompkins was a visitor to Bartlett, where a number of Terminal employees reside, one evening last month and was able to hold his own against the local talent there. But you better bring your pass next time George for we might take your car on your next visit—you can't always be lucky.

Wm. Dohn, our genial muskrat, says he is going to grow a beard after January 1st. Better keep away from Benton Harbor if you do, Willie.

Chester Brown and Archie Van Alstien have managed to bag quite a few rabbits in the vicinity of their suburban home at Bartlett. Both claim to be just daffy over this country life.

Arthur Koch and Al Stark are watching the stock cars very closely as they pass through Galewood lately, probably looking for the horses they bet on last month and which are still missing at the finish line. But no use looking, boys, for the fox feed horses usually go up to the Superior Division via Bensenville and the C. N. W. cut off, and not via Galewood.

Annabel Hudson, steno in train master Jerry Hanson's office, has surely lost a lot of weight during her illness but she advises everybody that she feels fine and that is what counts. We earnestly hope you never do lose your sunny disposition, Annabel.

Shorty Johnson reports that he now has his store teeth pretty well broke in and hopes within a short time to be able to eat blueberry pie without noticing the seeds that accidentally get under the plate. Well, maybe he will, but we can swear that after 30 years of constant use of a like set, a blueberry seed still feels as big as a golf ball when it gets under your plate.

We are indeed sorry to have to report the passing away of Yard Foreman Frank Dean. Death was very sudden and due to pneumonia. Frank had held the Galewood Rip engine job for the past 11 years and will be very much missed among his associates. The sympathy of all employees is extended to the sorrowing ones.

Every January issue we are more than pleased to mention one of the Milwaukee's oldest employees who still holds seniority in the Chicago Terminals and that is our good friend, Sam Pulford. Sam has been an employee of the mechanical department a great deal longer than the majority of employees have lived. On December 11th he celebrated his 85th birthday and the children and grandchildren were there to see that the grand old man had a real birthday party. Congratulations, Mr. Pulford and here's hoping that you may live to enjoy more celebrations like the one you enjoyed on December 11th of this year.

Mrs. Goldhammer, wife of Switchman Clarence Goldhammer, will leave for Arizona after Christmas. Clarence came to the Chicago Terminals from the Southern Pacific in 1922. Mrs. Gold-

hammer has been in poor health since 1919 and since that time has spent about six months out of every year in California and Tucson, Ariz.

Asst. Supt. D. T. Bagnell was on the sick list for a few days in December but is back on the job again, feeling fine as a fiddle. Trainmaster R. A. Woodworth kept the time freights on time and the "Hot Stuff" moving through Bensenville yard while D. T. B. was absent.

Guess the steno at the Bensenville round house must have had a vacation for a few days about the 15th of December, for we were to get some items for this month's magazine from that point but they did not arrive and when we called to see if they had been mailed we were unable to locate said stenographer. Well, better luck next month, maybe; we hope so, anyway.

A number of Chicago Terminal employees attended the funeral of Mr. E. F. Rummel at Milwaukee. While his passing away was chronicled in last month's issue, still we of the Chicago Terminal, where he was so well known, want to extend our personal sympathy to the bereaved ones.

And again our invitation of the last issue is again in order—send me your items before the 14th and see what an interesting page we can get out.

Dubuque-Illinois Division News Items—First District

E. S.

RICHARD LYNN, former yard clerk at Savanna, and mother, departed for Florida a few weeks ago in the interest of the former's health. We hope to hear some favorable reports and that it won't be long before Dick is back to work again.

Miss Irene McLean, comptometer operator in the Superintendent's Office, has returned from a week's vacation spent at her home in Dubuque.

About twenty-five members of Savanna Chapter of the Milwaukee Women's Club attended the "Get-Together Luncheon" held in the Medinah Athletic Club, Chicago. Every one was wide-awake going in on No. 8, due to the excitement caused by Mrs. Wm. Sheetz, wife of Gang Fore-

man Sheetz, madly rushing down to the train at the last minute.

The First District Safety First meeting held in the Women's Club House at Savanna, Monday evening, December 7th, was one of the best meetings we have had this year. There were 104

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present and some very good suggestions were received. Talks on Safety First were given by the various officers of the D. & I. Division, including Mr. Vic Hansen, our new Safety Inspector, who was the principal speaker of the evening.

The work of handling relief for the unemployed on the First and Second Districts of the D. & I. Division is again in full swing, but the subscriptions are not coming in as they should. Every employe is asked to give at least a dollar—more if possible. Surely no one could spend a dollar that would give them more satisfaction than to contribute to a fund for the benefit of those who cannot hold employment at this time and are in need.

A D. & I. Division Fuel Meeting will be held in the Women's Club House, 2 P. M., Wednesday, December 16th, and a good attendance is expected due to this being the last fuel meeting for the year 1931.

E. S. of the Second District—we enjoyed reading those "dark secrets" in the past of our associates—let's have some more "Way back when."

Hope every one had a happy Christmas and that the New Year will bring happiness in its wake; that business will pick up and our unemployed will have the opportunity of "working on the railroad all day long."

West I&D Division

Edna Bintliff

THERE was a fine turnout to the Milwaukee Women's Club Thanksgiving Dinner, which was served Monday evening, November 16th at the M. E. Church. After the dinner a card party and dance was held in the regular hall.

Mr. F. A. Maynard passed through Mitchell on his way to Sioux City, where he is to visit his daughter. Mr. Maynard has spent the last year in Oregon.

We learn that Francis McMahon has a new Ford. Guess he will need it by the time he performs all of his duties as P. F. I. man and stockyard's foreman. We might suggest that he could get around faster with a saddle pony at that, as there is some rough track down the stockyards way.

We all regret the fact that Mr. and Mrs. Wiltout have left us, they having been transferred to the west coast. Our best wishes go with them to their new home at Tacoma.

Mr. G. Dewell and wife have also been transferred and will be in Sioux City in the future. Good luck go with them.

Mrs. Ray Hanson spent a few days visiting at the A. Boardman home in Canton during November.

Superintendent W. F. Ingraham has spent the past week in going over his new territory. We can see that Mr. Ingraham will have plenty of traveling to do in the future, and that he will have to be introduced to his family when he meets them.

While everyone in Dakota has been wishing for snow in order to insure crops for the coming season, yet we have all enjoyed the ideal weather which we have experienced in November.

Mrs. G. H. Hennessy, from LaCrosse is working as third trick dispatcher at Mitchell. We welcome Mr. Hennessy to Mitchell.



Laying the Cornerstone of Mitchell Roundhouse Fifty Years Ago

Forty

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One Way to Satisfy Our Patrons

Prevent Loss
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and the Loss of
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Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

JUST got back from buying all my Christmas gifts, and as usual, the other half of the family is sure I must have lost part of my money. Well, I will admit I had a sneaking idea I must have too, when I took a look at the bunch of ten cent packages on the dining room table and I got a big sheet of paper and a new lead pencil and counted everything all over and I know I didn't lose any money, but no use telling all you folks, you know all about it. And you know just how funny everyone acts this time of year when you start to open a drawer you have always opened whenever you want to, and how they shout at you for even looking at a certain closet or going upstairs by yourself three or four times a day. Goodness, I would like to say for sure just what was in a package in back of the living room davenport, but I am not exactly certain myself yet. Too bad having to write the January news before Christmas, isn't it?

Engineer McCormick and wife have returned from their trip around the world, or nearly that, and they report a very lovely time with all their friends and relatives everywhere.

Fireman Wade, who has been working on the Northern Montana end of the division, has been in the Bozeman hospital for a short while. He is out again now and we hope will soon be able to return to work again.

Mrs. Chambers, wife of Fireman Bob Chambers, is making a visit in Iowa with home folks over Christmas.

We regret to write of the sudden death of the young son, Leslie, of Captain of Police Rider of this district, whose home is in Deer Lodge. Mrs. Rider and son were in Spokane where Leslie was attending school and where the accident occurred the evening of December 17th. Mr. Rider was in Harlowton at the time and was notified of the sad occurrence and left on No. 15 the next morning for Spokane. The young man was a very popular student and outstanding in athletic work in his school, and leaves many friends in Deer Lodge and on this division who regret very much to learn of this accident. We offer our very deepest sympathy to the members of the family in this loss of their son and brother.

Fireman Fink and wife have moved to Harlowton, where Bill is hosting in the roundhouse there for the winter. He is assigned to the job which has been worked by Fireman Smeltzer, who has a six months lay off and will spend it in California.

Conductor John Rogers has also gone to California for the winter. Conductor Ralph Spayde has his turn on passenger now.

Mrs. R. D. Crowder, wife of Agent at Judith Gap, was a Three Forks visitor early in the month, returning home after a short visit with her mother at Willow Creek. The Crowders have bought a nice farm near Willow Creek. We congratulate them.

The assignment of the east end local has been cancelled and the crew is now in the ring, due to light business. Also the assignment of the Lombard helper, and an additional engine and crew are used out of Three Forks east as helper when tonnage is heavy enough to require a helper.

Second trick at Butte Yard has been closed and Operator Rabben has gone to the Northern Montana division to work. Also second trick at Martinsdale, which sent Operator Jack Weatherly, who has been working there, to Bozeman.

Suppose Agent Peterson at Hanover knows he has a pretty nice looking young daughter. We do too, as she called on us at the ticket window the other night en route from Bozeman, where she is attending Montana state college, to her home in Hanover.

Creating and Maintaining Interest in ACCIDENT PREVENTION

in Our Round Houses and Smaller Shops

THE subject which has been given me to discuss is a subject which, no doubt, has been given more attention and has received more earnest consideration than any other one subject in the accident prevention work. We all know from experience, if we can create interest in any movement, and then maintain that interest, we have reached the pinnacle of achievement. We are told that in the beginning, God created the world. After doing this wonderful work, he then turned it over to mankind to maintain. We will have to admit it would be impossible to create a more beautiful world than our present Universe; and we will also have to admit that a much better job can be done in maintaining it.

The same is true in our safety work. The man who created the safety movement and made us realize that we are "Our Brother's Keeper" and that we had a great responsibility in helping to keep our fellowmen from injury, brought into our safety work a great humanitarian thought; in fact, he created a movement that has been and will continue to be—a blessing to thousands of men and their families. In our every day life, we find it does not take a great deal to create interest. The human being is prone to allow even the smallest things to interest him; in fact, we cannot go down the street in any city without noticing hundreds of people standing around gazing at the working of a steam shovel; a hoist; a window washer; or a flag pole sitter, but of course, the interest is only momentary, and as soon as the individual's gaze recedes from the object, he has lost all interest in it, so the big thing is to hold or maintain the interest after it has once been attracted. In our safety

Paper read by
Master Mechanic P. L. Mullen
C. M. St. P. & R. R.
at the Annual Meeting of the Safety
Section American Railway
Association

work, there are many ways of attracting the interest, such as our safety signs, which we should have distributed outside and inside of our shops and round-houses. The signs should be bright, catchy and to the point. They should be located at such points that a man coming onto the premises will have his attention attracted to them at once. These signs should never be allowed to become soiled or deteriorated, but should always have a neat and bright appearance. After the employe enters the building, the signs should be in such positions that no matter where he goes during his daily work, his attention will always be attracted to them. The signs or posters should be changed periodically so they will not become mechanical in the eyes of the employe. Bulletins should be posted daily at different points throughout the plant, showing the number of days the plant has gone without an injury. It is also well to have competition between the different shops and roundhouses, and bulletins showing the standing of the various points, should be posted every day in order to create competition. The different posters and literature, which are put out by the heads of the Safety Department, should be posted in conspicuous places, and the Supervisors should insist that the employes read the literature. Literature of this kind, which describes the different acci-

dents which have happened at various points, and which explain how the accidents occurred and how they could have been avoided, are always interesting and bound to create interest. A Safety Committee, which every plant should have, should be thoroughly instructed in safety work so that they can talk to the men in their daily work on accident prevention. These committees should be given all the assistance possible by the supervisors. At intervals, the entire shop should be called in to a Safety meeting, and the different accidents which have happened, thoroughly explained and the right and wrong way of doing the work gone into in detail.

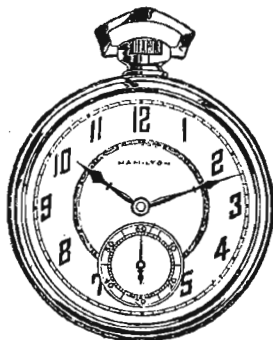
Good housekeeping is one of the first essentials of safety. A well organized shop or roundhouse, with clean premises, a place for everything and everything in its place, is always conducive to safety. Every man has a certain amount of system in his make-up, and takes pride in being a part of a safe, orderly and systemized organization. Every man in such an organization must be made to feel that he has the responsibility, not only for the safety of himself, but also for his fellow employe. The safe guarding of machinery and equipment; the use of goggles and wearing of proper clothing all come in for their share of consideration. However, the only real safeguard that has ever been invented is a careful man—the man who keeps his mind on the work which he is doing.

In our safety rallies, where we get the families of the employes together, we should dwell to a great extent upon the mental state of the men when leaving home in the morning. We all know from our own experience, that a man starting out in the morning with all the trials and tribulations of the average family on his mind; and after listening to all the imaginary wrongs and family squabbles, is not in the best of condition to start the day's work. But if he leaves home with a few words of encouragement, and a smile from the other half of the family, the whole world looks bright to him, and this brightness will be reflected throughout the whole day, and his mind will be alert to the things going on about him. This mental alertness is a prime factor in accident prevention, and the lack of it spells disaster.

In the creating of mental alertness, we have our signs and posters; our clean and tidy premises; our safety bulletins, and our safeguards which are always a constant reminder that everything is being done to prevent accidents.

Our philosophers tell us there are two classes of men in the world—those who gain impressions through sight; and those who gain impressions through

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hearing. Men of the first class can go out through the woods and commune with nature, and can obtain an object lesson from a flower; a tree or a stream; they can go to a silent movie and sit for hours and receive an impression upon their minds of every move made on the screen. These same men could hear the most beautiful sermon, or hear the most cultured lecturer, but receive no impression from it. The same is true of the other class—in looking at a tree, a flower or a stream, the only impression that is registered upon their minds is—they are looking at a tree, a flower or a stream; but upon hearing a sermon or a lecture, they absorb every word, and for months afterward, can tell you the fine points which the speaker was able to bring out. In our safety work, we also have these two classes of men, for we find the two classes the world over. Therefore, it is necessary that we have means of impressing the minds of the men who have to be impressed by hearing; as well as impressing the minds of those who have to be impressed by sight. This is one of the points in which the supervisor has a large part to play. The first thing in the morning, when starting the men to work, something should be said to them about their safety during the working day period, so as to start them thinking safety the first thing and to let them know that safety is of the first importance. Then during the day, every opportunity should be taken to say something to the individuals about safety—to keep this most important subject constantly before their minds; for it has been said "The world needs not so much to be taught, as it does to be reminded." This holds more than true with our accident prevention work.

After we have created the interest in accident prevention, and have the men keyed up to a point where they are all interested, then the real big job is at hand, and that is—maintaining the interest which we have been able to create. The first thing we have to do in any movement, regardless of what it is, is to gain the confidence of the people to whom we are trying to sell our proposition; and in order to be a good salesman, we must believe in that which we have to sell. In the safety work, the Supervisor is the salesman; and if he is going to sell the safety idea, he must be thoroughly convinced that he has a good commodity to sell; he must be sincere and willing to back up his sincerity, regardless of the consequences. There is not a great deal of difference in the make-up of the human being; and under the skin, man is about the same, regardless of where we find him. If he knows that his supervisor is sincere and willing to stand by the things which he preaches, he will, as a rule, absorb some of that sincerity. We have been told many times that the foreman, supervisor, or man in charge is the keystone to the safety movement; and being the keystone, he should start in being an educator; for education is the Alpha and Omega of all things. The most difficult problem which an

educator has is to teach people to think, as there is only about one in every thousand who does his own thinking, and about one in every million who does real serious thinking, which is the reason why we have so few Edisons, Watts, Einsteins, Wrights and Marconis in the world. If the foreman can inculcate into the minds of those under him that they must think safety at all times during the hours they are working, he shall have gone a long way in his program of education; for being able to concentrate and keep the mind on the work which is being done, is not only a sure way of avoiding an injury to himself, but also to his fellow workers; for it is the separating of the mind from the body that is the cause of most of our injuries. The foreman should insist that every employee be fully conversed on all the safety rules, and should insist that every safety rule be strictly adhered to, regardless of the consequences. There is nothing which will destroy the morale or the confidence of the men more quickly than having a foreman allow safety rule violations.

In case of an accident, no matter how trivial, an investigation should be held immediately with the injured party, providing he is in condition to attend. If not, then as soon as his physical condition will allow; investigations to be held by the foreman, having the Safety Committee and immediate supervisor present, all facts brought out and the responsibility placed. We know that a thorough and persistent investigation

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of all accidents, no matter how trivial, will do more toward educating the employe than any other one thing we can do; for the reason that ideas are brought out at an investigation that otherwise, no one would think of. An investigation always creates talk among the different men, and when we can get men talking among themselves, then we know we have created interest. An investigation also gives the officers an opportunity to know what men are the most fit, and the chronically careless and incompetent are shown up. The officers at the same time become familiar with the common as well as the exceptional accidents, and through this experience, become better fitted for accident prevention work. The investigation should be held as an additional motivate in the prevention of accidents, and everyone made to realize that accidents are avoidable. In holding an investigation of this kind with an employe, and making him realize his responsibility and thoroughly instilling into his system that it should not have occurred, we shall find he will never become injured in the same way again. This indicates very clearly if the employe had been properly educated in the first place, and thoroughly instilled with the safety spirit, the accident would not have occurred. We are told that genius is the ability to do things right the first time, which reminds us of the story of the man who was about to be hanged. As they had the cloth over his head, the noose around his neck, and trap door

open, he was asked if he had anything to say, and he replied, "Yes, sir, I have certainly learned a good lesson." The supervisor should be sure the safety lesson has been taught before the trap door is opened, and not make it necessary for an employe to say that he has learned his lesson after he has been injured.

In the analysis of safety, we find two fundamental relationships, which in themselves, cause the movement to be indispensable; for we know that safety is one of the manifestations of efficiency, which will not only show itself in production, but morale as well; the safety movement is primarily a matter of the mind, rather than the hand, and hence, pre-eminently educational. When we talk of maintaining interest in safety, our first thought turns to safety committees, and to the employes whom we figure we have been unable to interest, or who must be interested in the movement. In a great many cases, the loss of interest on the part of the employe can be traced to lack of interest on the part of the supervisor; and unless the supervisor has consistently and conscientiously kept up the enthusiasm in the matter of safety, he cannot blame the employe for his lack of interest in the movement. The supervisor indicates his interest in the safety movement by creating new avenues of approach, as well as by adopting safety devices that are developed from time to time. This, of course, does not mean that all devices brought to his attention should be made standard, as a great many times, it is a

matter of personal opinion as to the safety of the device; but he must, at all times, be ready to listen to suggestions and grasp these opportunities to sustain the interest in the employes giving suggestions. A supervisor who takes advantage of suggestions offered, and puts into effect the suggestions that will contribute to the prevention of accidents, which are given by the different employes, will have gone a long way toward maintaining the interest of his employes in this great work. In a movement of this kind for the benefit of mankind, no one likes to use the word compulsion; but in the accident prevention movement, there are times when the word compulsion must be used. Our safety rules have been drawn up by men who have spent practically their entire lives in our shops and roundhouses, and who have seen their fellow employes carried to the hospital and in many cases, have not seen them return; have also seen a number of them come back on the job minus an eye, a leg, an arm or otherwise incapacitated for the rest of their lives. In fact, every safety rule is the result of a tragedy or a near tragedy, which could have been prevented if the rules had been complied with, therefore, there should be no deviation from the safety rules, and whatever compulsion is necessary to have them strictly complied with should be used, and each and every infraction of the rules thoroughly investigated. No partiality should be shown in any case, so as to not destroy

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the morale of the employee.

The safety rules play so important a part in accident prevention that the supervisor should personally know that every employee has not only been given a book of safety rules, but that he thoroughly understands each and every rule. There is only one way for the supervisor to know that the employee understands the meaning of the rules, and that is, to go over the rules with him. This can be done by taking different groups of employees at different times; the supervisor reading the rules over and explaining the meaning of them. This will also take care of the foreign laborer, as well as the man who cannot read, whom we have in our employment. Before new employees are allowed to start to work, they should be given a book of safety rules and made to go through it and the supervisor should personally talk to them on the rules, so they will become fully conversant with the meaning of the safety rules. At the safety meetings, certain rules should be read and explained. We find it is a mistake to turn a book of safety rules over to the employee with the expectation that he study out their meaning, as the average man will read the rules over and figure to himself—"These rules were meant for the other fellow." In handling the rules in this manner, we shall be able to introduce into the man's activities, the science of systematic thought and the impulse to function consistently involuntarily in the work he is doing. If every man, before committing an act, would take his book and read the rule which relates to safe action for that particular work, the chances are he would do the work in such a manner that he would not become injured; but to do that would be impractical, so the thing to do is train the subconscious mind by continued example that in doing things from major impulses, the method of performance is unconsciously correct. If we can train the subconscious mind to perform along those lines, then we have answered the eternal question—why we have accidents.

Progress Shown by Railroads

A Radio Talk Over CBS By

DR. JULIUS KLEIN

Assistant Secretary of Commerce

[Reprinted from Illinois Central Magazine]

SOME ten years ago, in reviewing various essential factors and contributors to business recovery from the slump of 1920-21, President Hoover, then Secretary of Commerce, remarked that "the railroads of the United States, more than in any other place in the world, are the keys of industry."

The recent decision of the Interstate Commerce Commission in the matter of the railroads' application for an increase in rates has directed attention anew to the problems of our rail lines and the magnitude of the service that they render to American business. In the daily press and the periodicals you have doubtless read many long columns of comment about the future of these tremendous arteries of transportation. It seems to me that one of the most trenchant statements about the "railway future" is contained in the decision of the Interstate Commerce Commission itself. Here is a vivid summarization, in the Commission's own words:

"The railroads now furnish the backbone and most of the other vital bones of the transportation system of the country, and we believe this will be the situation for a long time to come. We are not impressed with the thought that they are doomed, in anything like the near future, to go the way of the stage coach and canal. The most effective remedy for the immediate ills of the railroads is the economic recovery of the country. When railway earnings take a sharp turn upward, as in due time they will, railway credit will also rise."

Place of Railroads Secure

It is not my purpose, in this little talk tonight, to review this highly important rate case. What I do want to bring

home is a broad idea of the place that the railroads occupy in American business activity.

One encounters, in this connection, a good many misapprehensions. Some people entertain the notion that the old Iron Horse is losing out rapidly as a carrier of freight—that it is slipping fast and fighting a losing battle. But the facts do not substantiate such a view. The truth of the matter is that the railroads still carry 75 per cent of the freight traffic of the United States, as measured in ton-mileage, whereas it is believed trucks carry only about 3 per cent—a proportion so small as to be very surprising to most of us. That does not mean that motor transport is of minor consequence. Not a bit! The truck and bus have, and will continue to have, an increasing part as public carriers. Their possibilities, limitations and relations to rail service are being more and more clearly defined.

Even though the number of passengers carried by the railroads has been decreasing since 1920 and the freight tonnage declined in 1930 as compared with other years the railway lines still render a stupendous amount of service to American business, and they are rendering it with mounting efficiency, a keen perception of new requirements and a resolute adherence to ideals and standards of the highest type.

The great importance of the railroads in and to American business becomes apparent when we consider a few of the outstanding figures concerning them. We are dealing here with an industry which in 1930 paid out considerably more than 2½ billion dollars in salaries and wages to more than a million and a half workers. Just compare these figures with those of other great industries; they are, for example, much more than three times the figures of the automobile manufacturing industry or those for the vast business of iron and steel manufacture. In 1930, American railroads carried more than 2 billion tons of freight for an average haul of more than 180 miles. They transported more than 700 million passengers—or nearly six times our whole population. Business welfare and business development are tied up with every phase of the activity of the railroads.

There is one extremely important aspect of our railroads to which most of us fail to give due attention. When we think of the place that these occupy in our business structure, we are likely to consider only the service they render, the elements of competition, the varied phases of their financing. But another immensely significant factor which ought to be strongly stressed is the market that the railroads afford for all kinds of commodities. The railroads as buyers form one of the foremost stimulating and sustaining forces in our economic mechanism. Their purchases of fuel, materials and miscellaneous supplies run the gamut of the productive industries. According to the most careful computation, the Class I railroads

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Milwaukee, Wisconsin

bought more than a billion dollars' worth of goods essential to their operation in 1930. Just think what that means in terms of busy factories and farms, active mines and lumber yards—in other words, tens of thousands of jobs for workers in practically every field.

Railroads Large Purchasers

If we include indirect as well as direct purchases, the railroads use more than one-fifth of all the timber that is cut in this country. They take nearly one-quarter of all the bituminous coal produced, and not far from one-fifth of all the fuel oil. About 17 per cent of the total iron and steel output of the United States finds utilization on the railroads. I hardly need to enumerate the specific articles of routine type that the lines buy—the rails and ties, the wheels, axles and tires, the bolts, spikes, frogs and switches, the nuts and rivets, the big boilers, the turntables and so on. Those are the perfectly obvious things. And most of us realize, too, that the railroads have to use great quantities of cement, of grease, of ballast, of electrical materials of every conceivable sort. But until we are confronted with the cold figures few of us appreciate the fact that the railroads spend more than 20 million dollars annually for such an item as "stationery and printing." They spend 7½ millions for rubber and leather goods. And in the smaller items connected chiefly with the passenger service, they provide a market for just about every line of merchandise.

The figures as to the value of annual purchases by the railroads do not include the value of materials and supplies that are purchased indirectly for the railroads by contractors who carry on construction work, who build equipment or do other work for the railroads on a contract or lump-sum agreement basis. If we were to add these other values, the total would be even more astonishing.

Have to Meet Fixed Charges

Between half and two-thirds of all the money that the railroads earn is unavoidably devoted to fixed charges which cannot be cut down—taxes, interest on their bonds, etc. Such a situation, of course, makes matters difficult for the companies when they are hit by a depression like the one we are now combating. The depression cuts down their receipts—they cannot earn so much—so they naturally want to reduce expenditures in something like the same degree. But it is hard for the railroads to do that, because so large a proportion of their obligations are "rigid." Here, certainly, is one of the formidable, deeply rooted quandaries in which the companies find themselves.

It is plain, under such conditions, that they must direct their most vigorous assaults, their most determined efforts, upon those items that do lend themselves to reduction. Such an item is the operating expense. I am omitting wages, which of course present far too delicate and complicated a question for me to analyze fairly in this brief period.

Right here is where augmented efficiency comes in. And such efficiency has come in with some really resounding triumphs. The railroads have been, and still are, in the very front rank of American industries and activities as regards the introduction of new methods, improved devices, ingenious shortcuts and in general superior management in the handling of their distinctive engineering problems. In many ways, their achievements along this line have been positively startling.

A Bad Day's Work

By Paul Russell

IT'S A bad day's work when a man is maimed,
An arm or an eye or a leg gets lamed,
When he's crushed at the bosom, and tries to hide
The tell-tale truth that he's hurt inside,
When his face grows pale with a terrible pain,
When his ribs are shattered and his muscles strain,
It's a blotch on your record if there's blood on his shirt
It's a bad day's work if a man gets hurt.

A Man I Knew

By Paul Russell

I KNEW a man named Kip,
Worked with him along the rip,
And his equal since that day I've never seen.
All the sledges and the bars
That he dropped from off the cars,
Caused a bump when they hit some fellow on the bean.
Every safety rule he shirked
Just to save himself some work,

But never once thought he a life to save.
When he heard as safety talk
He would smirk and he would mock,
Now the humming bird is singing o'er his grave.

Kansas City Terminal

S. M. C.

WE HAVE some mighty hunters in our ranks as well as fishermen. If any of them want a tip on what the well dressed hunters should carry when going out for ducks see Fehler at the Yard Office. Fehler took the boys out duck hunting recently and besides teaching them the technique of shooting from the hip, came fully equipped, with pink silk pajamas, house slippers and a 25 cent book of postage stamps so that he could write home the night they were away.

Bus Beem from the Local office would like to know how Paul Draver and Bullet Baker likes the Kansas Quarterback, Carnie Smith. Smith beat Missouri in 1930 and 1931 and the sad news for all Missourians is that Carnie will be back at Kansas U in 1932.

Now that winter is here and the golf clubs are taking a short vacation we should be hearing from the Hot Stove League about those long shots and perfect putts pulled in 1931. Mr. Larson may tell you about the time he lost a ball and found it 14 inches from the cup.

Guy Rhodus one of the Coburg boys spent ten days at Dawn, Mo., waiting for ducks, and no ducks. Guy says that from now on the ducks will have to be at Dawn waiting for him.

The Milwaukee Bowling Team in Harvey's Recreation League is traveling at a hot pace. Sellens, Leaton, Rhodus, Wyman and Ransom are a hard bunch to handle. More power to you boys and get ready for the Green Bay, Wisc. Milwaukee R. R. annual tournament. Bring home the bacon.

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Livestock Shipments Out of Marmarth Break All Records

By James W. Brady

THE heaviest movement of livestock out of Marmarth, N. D., in the history of the railroad occurred during the week ending October 3, when 76 cars of sheep and 88 cars of cattle were loaded at that point for various destinations east. Two special trains being consigned to Sioux City alone. Included in these figures are 93 cars of livestock loaded on Friday of that week.

For seven consecutive Fridays a Straight Sioux City train was loaded at Marmarth, which incidentally tops all records previously attained.

Some of the sheep and cattle were trailed as far as 125 miles, which consumed the larger part of three weeks to traverse the distance. This stock coming from the ranges near the Wyoming-Montana state line.

In view of the fact that several rivers naturally gravitate toward Marmarth, offering a supply of feed and water, trailing conditions were satisfactory. Many of the shippers had never before loaded their stock out of Marmarth and expressed themselves well pleased with the modern and efficient facilities and accommodations afforded by the spacious yards.

The stockyards at Marmarth comprise an area of 900 x 500 ft., including 115 pens which are at the disposal of shippers for counting and loading stock, supplemented by 12 loading chutes and 11 shelter sheds. Loading at night is as practical as in daylight on account of the exceptional lighting facilities in use, which illuminates the yards at night. Abundant water is accessible, provided by two large station tanks, all of which places the yards in a class comparable with market center yards in the east.

Trainloads of stock in transit from the west can be conveniently fed and rested at Marmarth. The movement for the season of 1931 has also exceeded all previous records, coming from territory west of Marmarth.

The record stock movement this year was handled very efficiently by Mr. C. E. Cookson, stockyard foreman, and Mr. Marvin A. Tripp, agent at Marmarth, whose forces by their splendid co-operation, succeeded in preventing any delays or complaints from shippers of either the transit or local stock.

Agent Tripp has accumulated during his years of service at Marmarth, and which he keeps up currently, an extensive file of maps and data containing information regarding the conditions over the surrounding territory relative to stock trailing, etc. This information is kept expressly for the benefit of new shippers, unfamiliar with the existing geographic conditions and regular patrons in many cases avail themselves of this knowledge. The scarcity of feed and water this year in vicinities where heretofore a sufficient supply existed, made this data exceedingly valuable and was relied upon by many shippers to facilitate trailing their stock. Agent

Tripp is a business-getter and no effort on his part is spared to call on the prospective shippers early in the season to urge them to ship their stock over the Milwaukee Road.

On the regular loading days at Marmarth, all equipment necessary for billing the stock is taken to an office at the stockyards, which is located a mile west of the city. Here the billing information is easily obtainable and shippers can avail themselves of any information required as to routing, etc., from the agent, who personally supervises all billing and reports incidental to the movement of stock. Billing is handled along with the loading, which eliminates any delay to the trains, errors in billing or misunderstandings with the shippers. In this way bills and necessary records are complete when the train is ready to pull out.

Many are the compliments voiced by the stockmen on the efficient and courteous treatment accorded them while handling their shipments out of the Marmarth stockyards.

Agricultural and Colonization Department

(Continued from page 19)

of the person or persons, we will be glad to furnish full details covering varieties, sizes, grades, car loadings, freight rates, costs and other selling factors. Together, we should be a sales force large enough to get these cars of fruit to move. Let's try it.

Wisconsin Lands Selling New Settlers Moving to Milwaukee Areas

ANOTE from B. F. Hoehn, Assistant Superintendent at Wausau, Wisconsin, says "Three new settlers have moved in along our lines in Oneida County." One of the Hungarian farmers at Glandon has been kept busy answering letters received from Hungarians who are looking for farm homes. Mr. L. G. Sorden, Oneida County Agricultural Agent, reports that 50 new settlers have moved into his county during the past year.

To facilitate the settlement of the good agricultural lands in Oneida County, the County Board of Commissioners has appointed a colonization committee to work with the County Agent. This committee proposes to locate its new settlers along the railways and in places where it will be unnecessary to expend further public funds to provide those newcomers with transportation and educational facilities.

Sorden reports that his county looks for a much larger influx of settlers during the coming year. Mr. C. C. Millenbah, Cashier of the Gleason State Bank, writes, "There has been a considerable influx of city people to this locality in the past sixty days."

New Kittitas Booklet

FACTS about the Kittitas Valley, Washington, and its irrigated farms for growing live stock, dairy products, bees, alfalfa, small grains, potatoes, apples, pears, peaches, plums, grapes,

small fruits, cherries, poultry, corn, tomatoes, onions, other vegetables, and a long list of other products commonly grown on Washington irrigated lands, are to be told and illustrated in a new booklet that is about to be released from the press. Anyone who is interested in producing special crops such as is listed above will do well to get a copy of this booklet.

Over 70,000 acres of new land will come under the new Kittitas High Line Canal this next season so that there will be plenty of opportunity for those who would like to farm irrigated lands in the West.

Alfalfa Feed and Seed

Montana Ranchmen Insure Their Incomes with Flood Irrigation

NORTH of Terry, Montana, Grover Lewis, County Agricultural Agent, will take you to a ranch where over 16,000 pounds of Grimm alfalfa seed was grown, as well as enough feed for a good sized herd of cattle, during this past season. All this was done during a year when the rainfall was the lowest on record. It is a record of what may be done by proper management in the conservation of moisture.

Flood irrigation dykes and snow fences did the job. The dykes were placed so that flood waters in the spring were diverted over the alfalfa fields. The snow fences were used to pile up the winter's fall of snow at points of advantage where the water from the drifts could be used on the seed fields.

"One good flooding by either one of these methods is sufficient to insure the grower a good crop of seed if the field has been seeded properly," said Lewis. "By proper seeding, I mean that the plants must not be too thick. About one to one and a half pounds of seed should be used per acre. That gives the plants plenty of chance to spread out, forming seed stocks, and does not over-tax the water supply. When done in this way, feed and seed can be grown in the 'off' years, thereby insuring our ranchers a permanent income."

Dan B. Noble, of this Department, is spreading the message of flood irrigation throughout Milwaukee territory in Montana and already can point to several successes much like the one quoted herein as well as many projects now in various stages of construction. In the proper utilization of the spring flood waters, Montana ranchmen have the opportunity of stabilizing their incomes, thereby becoming much more permanent assets to the communities and state in which they live.

Won First Honors

Deryle Seely, Dayton, Wash., 16 year old boy won first honors for individuals in competition with 189 boys from Oregon, Washington, Montana and Idaho, in future farmer's judging contest held at the Pacific International Livestock Show, Portland, Ore. He also won the Pearson Gold Medal and the right to represent the Pacific Northwest in judging livestock at the national stock judging contest for future farmers of America at Kansas City, Mo. He will also judge as a member of the Washington team, competition at the National Congress with picked teams from all over the country.

Boyd Barton, Central, Wash., and Carl Hair, Cheney, Wash., will be the other members of the team. Dr. C. H. Lane, Chief of the Agricultural Education Service of the Federal Board for Vocational Education, after witnessing the judging said, "He was an excellent example of judging and he should place high in the national meet."

Milwaukee R. R. Women's Club

(Continued from page 24)

and most sympathetic "Inasmuch as ye have done it unto the least of these, ye have done it unto Me" and let us help others whenever, wherever we can.

The ladies were asked to meet at the club rooms on Friday afternoon to repair clothing and make quilts.

A community tree will be erected by the club on Main Street—this with the ready help of "our boys." Let the lights from this tree shine forth even brighter than ever before, reminding us again that these lights are shining for One who is the light of the whole world.

At the close of the meeting refreshments were served by Mesdames Herman Stock, Albert Stapf and Wm. Riecke.

Spokane Chapter

Mrs. W. F. McDonald, Historian

SPOKANE Chapter has not been heard from for some time, so I will begin with the first meeting after the summer vacation, which was held in the Union Station September 9th.

Mrs. Carpenter Kendall and Miss Lindskog visited us August 30th. We are always pleased to be so honored and wish to thank them and Mrs. Byran for the help and keen interest they have shown in our club rooms for the past five years, which are now a reality. We are so delighted to have a new home. Miss Lindskog has been making shipments of things she knew we would need when the time came. They were stored in the freight shed and, Oh! the joy of unpacking them recently. Opening Christmas packages will have no thrills for some of us this year. Our rooms are to be shared with Auxiliary No. 3 of the Old Timers Club of the Union Pacific, and both clubs are planning joint card parties, dinners, etc., to get the furnishings needed. Mrs. P. L. Hays has charge of the work for the Milwaukee Women's Club and Mrs. J. T. Campbell for the Old Timers Club. The material for drapes has been ordered and the kitchen will be completed by the first of the year. Thanks to Mr. Rich, and then for some high jinks.

During the summer Mrs. Edward Breeden moved to the Valley, and to be sure we were all anxious to see her new home so invited ourselves to a pot-luck luncheon September 22nd, which was attended by about sixty. It will be a cherished memory as one of our outstanding good times.

The October meeting was held the 9th in the Union Station. Mrs. W. H. Hunter is Program Chairman and has been having some form of entertainment each meeting. We have no piano so have to depend on the spoken word. A paper was given on American Poetry and plans made for our president, Mrs. S. J. Shiek, to attend the General Governing Board Meeting at Chicago.

Mrs. L. H. Mohr reported on the relief work being done. Mrs. P. H. Nee, who has helped so wholeheartedly with our club rooms donated a \$5.00 gold piece, which we have planted and hope to harvest a fine crop.

We are giving a series of once a month luncheons, the first being held at the home of Mrs. T. E. Linchan. Assisting hostesses were Mesdames J. Shook, M. H. Lombard, Guy Poole, E. M. Grobel, R. M. Fields, S. J. Shook, A. E. Gist, W. H. Ashton and Watkins. The proceeds were \$18.40.

At the November meeting Mrs. Hunter arranged for Dr. S. D. Brazeau to give a talk on the care and diseases of the eye and a repre-

sentative from the relief committee told of their work and needs.

The November luncheon was held at the home of Mrs. Albert Janosky, assisting were Mesdames W. H. Hunter, J. Lawrence, W. T. Emerson, P. H. Nee, Roland Smith, Charles Strong, S. E. Corbett, A. W. Corbett, W. T. O'Reilly, Claude Mitchell. The proceeds were \$22.35. We have some fine cooks.

We are now anxiously awaiting the return and report of our president on the Chicago meeting, hoping she has found new ways of making E. Z. money.

Aberdeen Chapter

Gladys Reuland, Historian

THE club's meeting of November 16th was held in the Aberdeen Municipal Building; it being a joint meeting of all employees and their wives. The attendance taxed the 500 seating capacity of the hall. The Milwaukee's unemployed and charity work dominated the session. Mrs. Gillick lead the recitation of the club's motto, in unison. Corresponding Secre-

tary's report showed six cards sent. Mrs. Adams of Sunshine Committee reported twenty-five personal calls and thirty-five telephone calls. Mrs. Burdick of Membership Committee reported total of 727 members. This brought announcement from Mrs. Gillick that the Aberdeen Chapter was awarded the \$15.00 membership prize. Chairman Mrs. Soike, of Ways and Means gave report for the month past: \$25.00 rental money; \$28.50 card party proceeds; \$248.00 from Milwaukee benefit dance and \$2.50 from sale of old dishes—total received for month \$301.00. The Relief Chairman reported that a room was now in readiness and a committee in charge to receive clothing and other contributions. The Treasurer's report was given by Mrs. Gillick which showed a balance of \$1,052.62, and stated while it was a creditable showing there would soon be dire need of more funds for potential charitable work.

At this time Mr. Harvey Jewett, Jr., representing Aberdeen's United Charities was introduced and outlined the various programs in the City of Aberdeen and related that the Milwaukee's work heretofore materially lessened the burden in



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

For Sale—An "Edenette" electric clothes washer; apartment size; new. Must sacrifice for \$20.00. Original price \$55.00. D. Feeley, 938 N. Homan Ave., Chicago, Ill.

For Sale or Trade—A couple B flat soprano saxophones; silver plated; in case; low pitch; gold bell; just like new. Would consider trade for Winchester 52 rifle with speed lock, or 22 calibre long rifle. G. F. Rediske, Agent, Ingomar, Montana.

For Sale—North half of a section of land 7 miles northeast of Flaxton, N. D.; also a lot in East Missoula, Montana. Write Box 266, Plummer, Idaho.

Wanted—A railroad man or woman for immediate work there in your home town. It is a dandy chance. Good pay. Only one in each town. Apply by letter. Seminoles Co., Roekton, Ill.

For Sale—Beautiful female Toy French Poodle (by Sir Puff-Fluffy VII, registered American Kennel Club). Age 2 years. Write for particulars. Chas. Hornshaw, 1442 East 31st St., Tacoma, Washington.

For Sale—Three choice lots on northwest corner South 64th and G Street, Tacoma, Wash., or will trade for Seattle. H. J. Whatmore, 618 White Building, Seattle, Wash.

Scottish Terriers—At stud, Son A. K. C. 799619. A Ch. Bellstone Laddie line bred dog. Puppies and grown stock for sale. Justin V. Cavey, 2307 West Michigan St., Milwaukee, Wis.

For Sale or Trade—Improved 160-acre farm 3½ miles from county seat town on graveled road in Wisconsin. Approximately 90 acres in cultivation, abundance timber for fuel, running water near buildings, good 8-room house, nice yard and shade, large barn and other outbuildings. House has good soft cold water in kitchen. If interested, write C. S. Morton, Hopkinton, Ia.

For Sale—One lot, number 56, with small property and double garage, located at Robertson, St. Charles Road, North Ahrens Ave., Lombard, Ill. Will sacrifice for one thousand dollars if sold within sixty days, to settle an estate. Write, if interested, to R. C. Hedlund, Slater, Iowa.

For Sale or Trade—One pair "Black" Split-Cap Skunks, deodorized, well furred and tame. \$20. Will trade for guns. What have you, folks? Address Harlin Lucas, Harlowton, Montana.

For Sale or Exchange—160 acres unimproved land, 3 miles northwest of Ebar on the western boundary of Manitoba, Canada, in the Canadian wheat belt. Fifty miles north of the Dakota-Canadian line. For full particulars write B. H. Diny, 2220 North 75th Court, Elmwood Park, Ill.

Free Advice on all matters pertaining to insurance either for protection or investment. Will call and explain your old policy to you. Insure with one who knows how. Insurance in all its branches. F. V. Vendegna, 3443 Fulton Blvd., Chicago, Ill. Tel. Nevada 4369.

For Sale—Pedigreed New Zealand White Meat and Fur Rabbits. All ages. Write for prices. Will start buying meat rabbits about October 1st. Address Vangilders Rabbitry, Tomahawk, Wis.

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To Exchange—Winchester pump gun, 12 gauge, 32 in. barrel, in good condition, for double barrel Hammerless 16 or 20 gauge in good condition. Address C. E. Snere, care of Smith Apts., Sheldon, Iowa.

For Sale—Partridge Cochins Coekrels, also Pullets and eggs for hatching in season. Also light Brahmas. Address Frank Florer, 1408 Locust St., Valley Junction, Iowa.

For Sale—Select residential lot in Edison Park District, Chicago. All improvements in. One block from new 100-foot boulevard. Five blocks from suburban transportation. Twenty-five minutes to Loop. \$800.00 cash and mortgage for balance will handle. An excellent investment in a community that will grow by leaps and bounds with resumption of building activities. Address inquiries to Classified Department, Milwaukee Magazine, 869 Union Station, Chicago.

their undertaking and voiced appreciation of the Milwaukee's genuine work. Superintendent H. M. Gillick spoke thoroughly of the paramount duty in charitable work and the functions contemplated for the Milwaukee's relief work among the unemployed. A general discussion indicated an enthusiastic spirit in these missions.

A board meeting was called at 2 p. m. December 3rd. Several problems connected with welfare work were discussed. It was decided that employees of the railroad previous to January 1, 1930, but not on the payroll since that date, would be eligible to receive coal, but not groceries. It was further decided that no rent money could be paid until after March 1st, at which time then, if the club was able, back rent would be paid as far as possible. It was announced that no employee would be eligible for relief while driving an automobile. Our Membership Chairman reports 740 members as of November 30th; Sunshine Chairman reported twenty-five personal calls and thirty-five telephone calls during month of November. It was moved and seconded to send two little girls of a former Milwaukee employee, to the Turton Home for Children, where they could attend school and be cared for. Plans were made for a Christmas Party to be held in the depot on December 22nd. A large tree is to be trimmed and Santa will come on the train to distribute 2,000 stockings full of candy to the Milwaukee children. Mrs. E. H. Soike was appointed Chairman of the Christmas Committee with each of the board members as assistants. All old toys will be mended and repaired for Christmas baskets.

Alberton, Mont., Chapter

THE ladies of Alberton met October 22 and organized as a chapter of The Milwaukee Railroad Women's Club. There were thirteen ladies present and they unanimously elected Mrs. Eva Bolton as president, with the officers and

standing committees as follows: First Vice-President Mrs. Emily Brown; Second Vice-President Mrs. Rose Zulki; Recording and Corresponding Secretary Mrs. Gail C. McElhiney; Treasurer Mrs. H. V. Lewis; Purchasing Chairman Mrs. Katherine Healey; Ways and Means Mrs. Elsie Hollenbeck; Sunshine Mrs. Effie Manuel; Social and Program Mrs. Evalina Adams; Benefit and Distribution Mrs. Katherine Wilson; Auditing Mrs. Nancy McClain; Historian Mrs. Carrie Clark; Constitution and By-Laws Mrs. B. Brasch. The date of the meeting was decided as the afternoon of the second Wednesday of every month.

There are fifty-two eligible members in the community and nearby. Permission has been given the chapter to use the depot lunch room as a club room. The chapter has a paidup membership of thirty-five.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

A VERY interesting meeting of the Sioux Falls Chapter was held in the club room, with a very good attendance. The meeting was called to order by the president, Mrs. C. E. Wheeler. All committees were present to give their reports.

Mrs. J. R. Bankson, Chairman of the Ways and Means Committee, reported a very neat sum realized from a rummage sale which was held during the month of October. Also a six o'clock dinner and card party which was held in the Passenger Depot on October 24th. The depot was filled with a happy group of Milwaukee families and a few of their friends, and after dinner a friendly hour was spent when many of the members renewed friendship, while the tables were cleared for an evening of cards. Both bridge and 500 were played, and twenty tables were filled. Prizes for bridge went to Mrs. J. E.

Johnson, Mrs. John Bell, W. D. Griffith and E. E. Lovejoy, and Mrs. J. West, Mrs. J. Walton, Leslie Sweeney and L. S. Skelton were winners at 500. The party broke up at midnight.

A little get-together party was also held in the depot for Mr. and Mrs. Lewis Rabun who have been transferred from Kansas City. There was a nice gathering of Milwaukee members who passed the evening dancing, visiting and playing cards. A buffet supper was served by the committee at midnight. We welcome Mr. and Mrs. Rabun to our chapter.

Mrs. John Bell, a delegate to the Federation of Women's Clubs of this city gave her report of the meeting which proved to be very interesting and instructive. At this meeting Mrs. Bell was appointed on the Park and Pool Committee.

Several letters of thanks were read from members who had been remembered with flowers from the club, and a very nice letter was received from Mrs. Carl Nelson of Baltic, S. D., who is now in the sanitarium at Sanatorium, S. D. She thanked the ladies of this club for the piece of fancy work sent to her, and she wished to be remembered to all.

A membership drive was planned for the near future for both new and old members. Mesdames W. D. Griffith, Henry Kruck, Tom Cavanaugh and Buleah Haas volunteered to act on this committee.

Relief work among the Milwaukee employees who have been out of employment for months was talked over, also the relief to be extended to them with the co-operation of the Community Chest. Mrs. W. D. Griffith was appointed a committee of one to investigate the help which is to come from the Community Chest.

The club was pleased to welcome Mrs. F. R. Doud who was a guest at the meeting. We welcome Mrs. Doud to our club, also Mr. Doud—trainmaster, having been transferred here from Sioux City, Iowa.

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