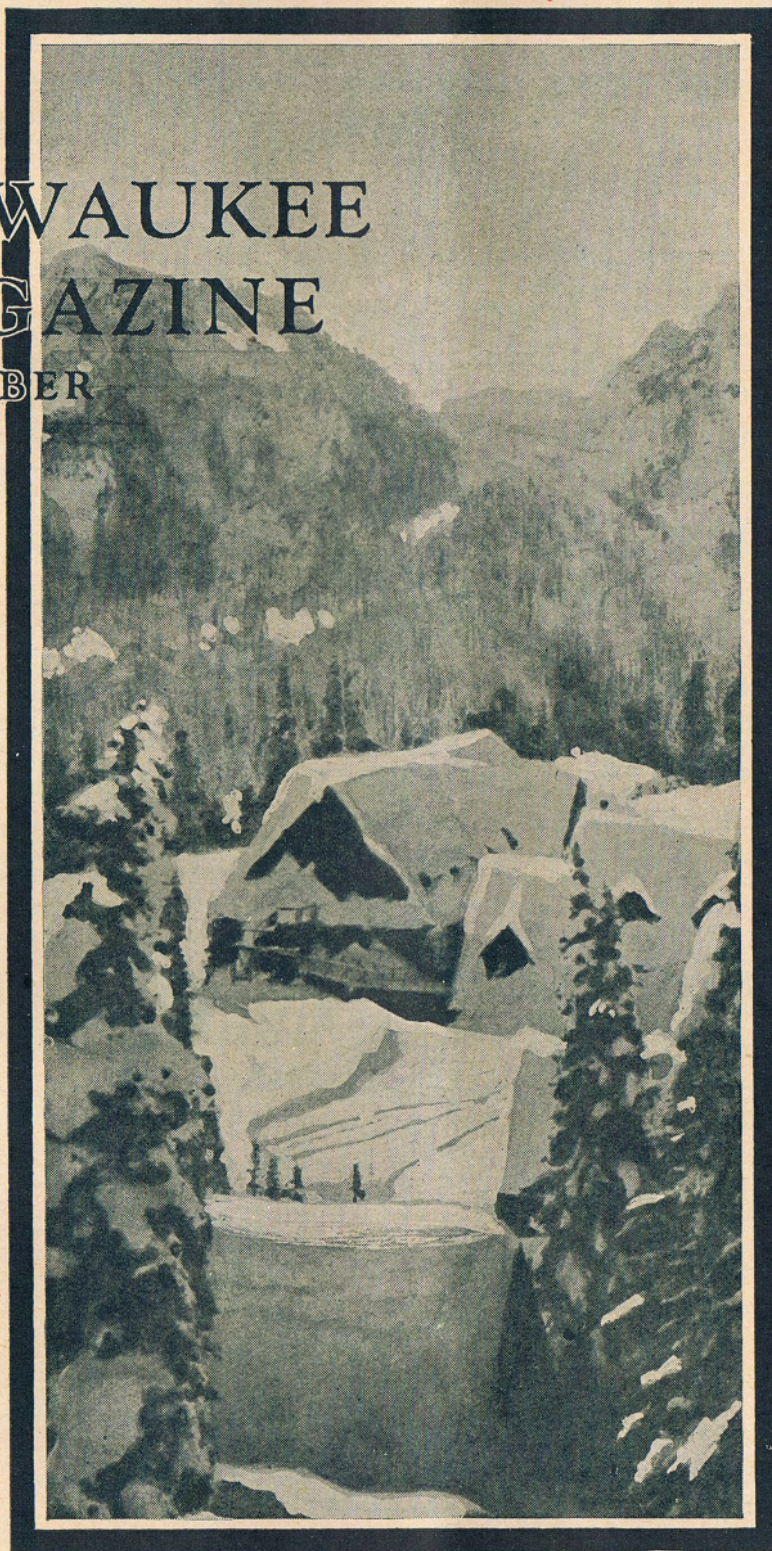


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DECEMBER

1933



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CHICAGO

Holiday Greeting

I welcome this opportunity to express my appreciation of the fine spirit with which the members of The Milwaukee Road family have carried on during another very trying year.

Although conditions still are far from satisfactory, there is evidence of improvement in business, in which the railroads are sharing.

It is also encouraging to observe that the public and governing bodies have a better realization of the importance of the railroads and are taking steps to obtain for them the fair treatment to which they are entitled as the country's main transportation agency.

We are warranted, I believe, in looking forward with greater confidence than at any time during the past four years. This should stimulate all of us to aid in the movement toward recovery by doing our part with renewed energy and enthusiasm.

All good wishes to you and your families for the Holiday Season and for the New Year.

H. A. Hendrich

President.

Pictures in Stone

The Grottos at West Bend, Iowa,

and Dickeyville, Wisconsin

By TED

THE hobbies of humans are many and varied and they are the cry of the inner self for expression, the urge of the spirit for an outlet away from the daily, drab routine of life. Some men express themselves in flower gardens, some carve wood into wonderful clock cases, some fashion musical instruments and again some seek their soul's expansion in ways to glorify their Deity, which

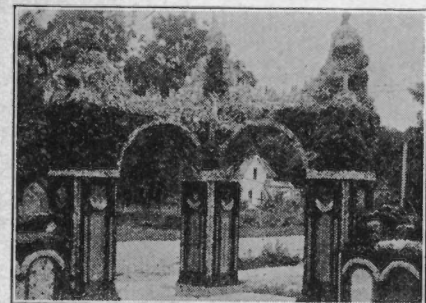
shall speak a message of His love and guidance to all men.

And such a message is the hope and purpose of two priests of the Catholic church who are the architects and builders of two remarkable grottos which attract the admiring attention of thousands of visitors to Iowa and Wisconsin each year.

The West Bend Grotto

The Grotto of the Redemption at West Bend, Iowa is the work of the Reverend P. M. Dobberstein who has wrought a monumental work in his effort at self-expression—his inner urge to help men spiritually, so that they seeing, they may go on their ways more courageous, more loyal and faithful doers of His Word.

A grotto, in the accepted sense, is a natural cave or underground passage—usage of the term calls up the picture, perhaps, of a sequestered chamber under the surface of the hills where devotional, creative thought has fashioned a shrine in the symbology of religious ideals, such as the famous Grotto of Our Lady of Lourdes in France, a natural cave that has been converted into a shrine of the Catholic religion from the tradition that the Mother of Christ ap-



Southeast Entrance to Grotto

in a long procession of autos all headed southward until nearing the village it is something like the road to the county fair—cars and people afoot, equipages, too, reminding of the horse and buggy days, all on their way somewhere. Vainly may you look for hills where grottos may be hidden; there are none to be seen; just pleasant rolling prairie terrain, sunny vales and leafy groves. At the final turn, on a ridge at the edge of the town uprises a walled enclosure a block long and topped by a handsome church edifice; and in the foreground the graceful arches, domes and sidewalls of the great grotto are before you.

Days of study should be given to the intricate and delicate workmanship involved in the building of this monumental structure with its aisles and shrines clustering around. It is all rock work adorned with precious stones, ores, minerals, fossils, petrifications, corals and shells brought from every quarter of these United States, and its neighboring lands and waters. In its completion it will be a symposium of the geological elements of this part of the globe.

Not only the concept but its materialization is the work of the head, heart and hands of Father Dobberstein, who is priest in charge of the church of Sts. Peter and Paul that stands in the enclosure. His ideal has grown under his own hand with the assistance of a few

artists, and artisans in cement and stonework who follow his modest and directions faithfully. They work under roof in cold weather, fashioning stone tablets and blocks of rock and scoriae, stalactites and stalagmites from far-off caverns of the Bad Lands, quartzite, petrified woods, topaz, amethyst and sapphire matrices; marble from all over the world, and whatever else is needed to form the picture, because everything used becomes a part of a picture, to set into wall and dome and ceiling. More than six years have passed since the good Father began this colossal undertaking, and more than six years more will pass before the work is done.

"The Grotto of The Redemption" is designed to tell in "silent stone made eloquent" the story of man's fall and his redemption by the Christ; and the story begins in a part of the grotto called the Garden of Eden. Here is the Tree of Life according to Bible concept, here is the tempter, here are figures of Adam and Eve and the Angel, and an inscription reads "Paradise Lost" all done in the rock and cement work.

The Incarnation is portrayed in a lovely niche inside the church edifice. The Passion, The Sacrifice and The Resurrection are represented in other grottos or niches. The tomb is a masterpiece wrought from selected crystals, the interior lined with Venetian mosaic, while the figure of an angel sits at one end of the open tomb. Life size figures of Christ wrought in purest marble stand prominently—one holding high the Easter banner proclaiming the victory over death and the grave.

The grotto itself is as yet the leading feature, as not all of the work on these other niches and aisles has been completed. It is built in three semi-circles rising from floor to dome. On the east wall a stained glass window portrays the Arch-Angel Gabriel and the Virgin; the south half-circle contains a beautiful statue of the Madonna and Child standing against a background of soft green, and beneath the statue is a crystal fountain and above is the Star of Bethlehem. And into the wall of the third half-circle are introduced in work

of different color the various instruments of torture ending with the cross.

Over the arched entrance to the grotto an open gate design is introduced and a life size figure of the Master stands within the opening. At each side are figures of Saints Peter and Paul. These statues are all of purest Carrara marble.



The Madonna and Child

There is an impressive "Way of the Cross" nearly completed where under canopied recesses of stone are the "stations" in Venetian mosaic, colorful and beautiful as only Italian mosaic can be.

Within the handsome new church is the apotheosis of Father Dobberstein's achievement—a little chapel of The Incarnation, called the Christmas Chapel. In its walls are placed specimens of the finest and most beautiful precious stones native to the American Continents, as



South View of Grotto

befits the ideal here depicted. In the background over the manger is an amethyst matrix from Brazil weighing 322 pounds and measuring two feet four inches by one foot and four inches. Rare specimens of native ore, copper concentrates of verdant hue, beautiful cloisonne work from the Orient; white amethyst crystals from England, gems from Brazil, from Alaska, from Arizona, Montana, The Ozarks and from any and every part of the



Father Dobberstein and his St. Bernard

marble of The Babe in the Manger, of the Mother and of St. Joseph; and little figures of mountain lambs and other symbolical representations adorn the walls, the ceiling, and the floor space.

The Dickeyville (Wisconsin) Grotto

IN a quiet little Wisconsin town just under the brow of the commanding bluffs which border the Mississippi River in the vicinity of Dubuque, Iowa, the traveler on a state highway comes across another one of these remarkable expositions of man's effort at a higher spiritual expression. Wayside shrines are not uncommon in European countries, and are for the most part simple little niches where 'neath cross and image, the devout pilgrim may stop and offer a prayer and say an Ave; but on a broad, sunny highway in the new world, roadside devotional spots of this nature do not often present themselves. Interesting, then, it is, to find, raised upon a slightly eminence, close to a country church, the picturesque group that is known as the Dickeyville Grottos. Like those at West Bend, the group is the work of a parish priest, the Rev. Matthias Wernerus, who, with only the help of his cousin, Mary Wernerus, who was his housekeeper, built the several structures that comprise the shrines of this enclosure; and made out of myriad pieces of glass and porcelain,

rock and mineral, gems, and limestone formations, quartz and hundreds of other geologic specimens as well as countless offerings of glass and porcelain, the colorful walls, pictures and ornamentations that comprise the symbology which belongs to the ceremonial and ritual of the Catholic church.

Through a period of years, these devotees worked out their ideal, and to see the absolutely countless minutiae in the several shrines, their wealth of detail and the meticulous care with which it was all carried on, one wonders how so much could have been accomplished even in a lifetime.

In addition to the principal grotto, dedicated to Jesus and Mary, the other structures of note within the enclosure belonging to the parish church are a shrine called "Patriotism in Stone"; a "Sacred Heart Shrine," which is a replica of the shrine of that name at the Eucharistic Congress in Chicago in 1926; a "Eucharistic Altar"; a statue of "Christ the King" and many smaller niches containing statues of various saints. Back of this part of the church-

On the lawn in front of the church is a large memorial fountain well along toward its final stage of construction. In material and character it corresponds with the rock work of its surroundings. It is a soldiers' memorial. In the center is a six foot cube bearing the names of the soldiers and sailors of the West Bend district who fought in the World War; on another superimposed cube, are the words, Liberty, Equality, Humanity and Justice; and above this an obelisk twenty-six feet in height is to be raised.

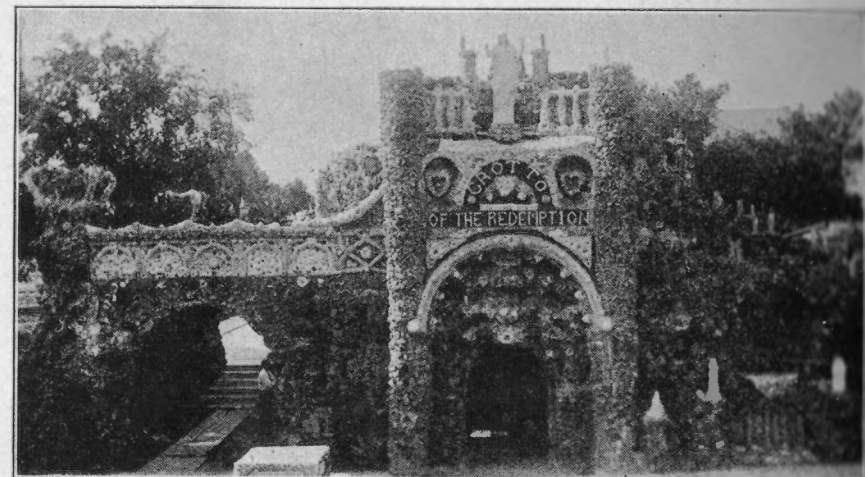
It is quite impossible within a short space, and within a day's visit to gather up and convey an understanding picture of this remarkable grotto work and the story it depicts. The story is known to most of us, but its pictures in stone must be seen to be truly appreciated.

All of the grottoes with their connecting, bordered aisles, together with the church, churchyard, etc., cover a full three-quarters of a block. In the construction, buildings have been razed, hills cut down and hills built up to secure an appropriate topographical setting. There is a pleasant little park in front of the Grotto of the Redemption and a grove extends away from this in which all during the summer months countless picnic parties on pilgrimage bound to this West Bend Mecca find accommodation for the quiet enjoyment of the pastoral surroundings. Hundreds, nay thousands visit the grottos and for those who do not come a-picnicking, Father Dobberstein maintains an attractive and commodious cafe lunch room on the street near the entrance to the grotto where meals are served to visitors at reasonable prices.

yard is the parish cemetery where stands a handsome marble memorial to the soldiers of the congregation who lost their lives in the World War. It is approached by a terrace on which are urns of the same rock work as in the shrines. There are also some attractive park scenes whose fountains and flower beds are bordered with the rock work. These last were in process of construction at the time of the death of both Father Wernerus and his cousin, since which time the projected ornamentation has progressed but slowly.

Of the principal grotto which stands in the very foreground on a ridge of the upland, its wealth of beautiful color first impresses, followed by pure astonishment at the diversity and extent of its remarkable detail. The structure is 25 feet high, 30 feet wide and 25 feet deep. On its walls, both inside and out, are thousands of colored stones and molten glass, picked out here and there with gems and jewels, all embedded in cement. Into the arch over the entrance and into the pillars supporting the arch, a full fifteen decad rosary of heroic size is set, each bead represented by a flower of colored glass, while the crosses are made of richly colored pieces of glass. On each side of the entrance stands a flag, one, the stars and stripes and the other the papal

Michael Sol Collection



The Main Grotto

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

CARPENTER KENDALL, Editor ALBERT G. DUPUIS, Assistant Editor, In Charge of Advertising

Singles Copies, 10 Cents Each—Outside Circulation, \$1 Per Year U. S. Postage on This Magazine Is Three Cents

Wallace DeWitt Millard

DEATH called an unusual and an admirable character from the Milwaukee organization on November 13th in the person of Wallace DeWitt Millard. Born in Jersey City, New Jersey, during the days of the Civil War, he went as a boy with his family to Milwaukee, Wis., where he obtained his education and where he entered the service of the Milwaukee Railroad at about the time he reached the age of 21. Had he lived until next April, his continuous service with the Road would have been the span of half a century. As a young man he was the first to write shorthand for the Law Department and it was in that department he remained until the time of his demise. When the General Offices were moved from the city of Milwaukee to the city of Chicago in 1890 he moved with the organization and was advanced, with the running of time, to head of the clerical staff of the Law department. In 1891 he was admitted to the Bar. His work was characterized by meticulous care as well as unusual ability but among the qualities that will remain longer in the memories of his friends and associates, included loyalty to his duties, loyalty to his friends, helpfulness to the unfortunate, charities liberally and modestly bestowed and a deep concern for the relief of the afflicted. Witty, with a keen sense of humor, his conversation had unusual charm. Musical and literary, he derived much pleasure from the works of favorite poets and prose writers, much of which he committed to a retentive memory and with recitals of which he was wont to entertain friends in hours of leisure.

Mr. Millard never married. One sister, Helen Millard, survives him. She and Jessie Marks, the daughter of another sister, constitute his family during his later years. His funeral services were conducted by his cousin, Rev. William Barrett Millard. Interment was at Chicago.

A kindly, useful life has run its course and has left with us fond memories of a gracious and good man.

Edward A. Tamm

ON OCTOBER 3rd, at Butte, Montana, occurred the death of Edward A. Tamm, local agent of this company in Butte, after an illness of but three days.

Mr. Tamm had been local agent in Butte for about twenty years coming to that station from Harlowton, Montana. He was born in Franklin, Iowa in 1877

but moved to the western country when a young man. He had been in the employ of The Milwaukee Road since 1900. He was popular and efficient both in his contacts with the patrons of the railroad and with his associates and co-workers.

Mr. Tamm is survived by his widow, two sons,—one a student at the University of Virginia and the other connect-

Spirit of Christmas

*I walked slowly through the town,
And Christmas Eve came softly down.*

*The Christmas stars shone over all,
Their light came into the cattle stall.*

*And Christmas music, and rush of wing,
And I heard angels their anthems sing,*

*Of Peace on Earth, Hosanna, high to Heaven,
For I forgave today, one long since unforgiven.*

—Nora Breckenridge Decco.

ed with the department of justice in Washington, D. C.; and two sisters.

When Mr. Tamm's illness assumed a serious phase, both sons were notified by wire and both started immediately, but did not reach their father's bedside before his passing.

To the family, the many friends of Mr. Tamm on The Milwaukee Road extend their sincere sympathy.

ARTHUR GEILS BAKER

In Memoriam
F. B. Weiss

IN the October number of our Magazine, announcement was made of the death of Mr. A. G. Baker. The length of his service and the importance of his work on The Milwaukee Road, as well as his large circle of friends, make necessary a review of his service and a more comprehensive statement of his life work.

Mr. Baker was born at Cawnpore, India, on February 22, 1853. His father was William Thurlow Baker, a colonel in the British army.

When the boy was thirteen years of age, the family removed to America and settled at Decorah, Iowa, where he received his early education. This was supplemented by studies at Rensselaer Polytechnic Institute at Troy, N. Y., where he graduated in Civil Engineering in the class of 1876. His professional life was spent almost entirely in the service of The Milwaukee Road, beginning early in 1878 and closing upon his retirement in 1916.

Few men had a larger part in the development of The Milwaukee System during the period of its expansion. In the earlier years he was, of course, employed in subordinate positions, but in 1885 and again in 1888 we find him at Prairie du Chien as Engineer in charge of relocation and construction of parts of the Lawler bridge line crossing the Mississippi River at that point. It was here that he made the acquaintance of Miss Mary Savage, who later became Mrs. Baker.

About 1898 he was in charge of the important second track construction on the present Illinois Division west of Elgin. Usually, however, his work was that of a pioneer out in unexplored country, searching out the proper location for projected lines with a view to most economical construction and operation, and when such lines were authorized Mr. Baker was usually placed in charge of their construction in the field; therefore many parts of the main lines, and many of the branches as well, bear the marks of his study and skill. Notable among these latter projects are the Rochelle & Southern Railway, the Kansas City Cut-Off, the lines of the important mining district in and about Crystal Falls, Mich., and many others.

In his work he gained an extensive knowledge of the west and northwest, seeing much of it when inhabited by Indians and the wild animals of prairie and forest. He made many friends among the Indian tribes, and in 1879 while on a survey of the Missouri River, he was adopted as the son of "Little Pheasant," chief of the Sioux, who named him "Little-Man-Long-Eye," because of his ability to see small objects at great distances through the telescope of his surveying instruments.

When the building of a Line to the Pacific Coast began to take definite form in the minds of officers and directors of our company about 1901, Mr. Baker was assigned to the prosecution of the various explorations incident to finding a location. In this work from 1902 to 1907, inclusive, he was engaged

(Continued on Page 30)

Public's Stake in Federal Motor Regulation

Commissioner Cites Four Major Reasons for His Belief That Such Regulation Is in the Public Interest

THE topic at the afternoon session of the National Association of Railroad and Utilities Commissioners on October 10 was: "To What Extent, If Any, Is Federal Regulation of Motor Vehicle Carriers Necessary in the Public Interest?" The discussion was led by Andrew R. McDonald, Member of the Wisconsin Public Service Commission, and Chairman, Committee on Legislation, who submitted the following personal views to the Association:

- "I. It is desirable that the rates of interstate motor vehicle carriers should be regulated for the following reasons:
 - (a) To insure reasonable rates to the shipping public. This is fundamental.
 - (b) To insure fair competition between shippers. Without regulation a shipper cannot know what his competitor is paying for interstate transportation. If interstate motor vehicle rates are published and no deviation therefrom is permitted, this unsettling condition would be removed.
 - (c) To prevent discrimination between shippers by the same carrier. The evils of discrimination in transportation rates have been fully canvassed with respect to railroads and rigorous regulations adopted. The same reasons support similar regulation of motor carrier rates.
 - (d) To prevent unfair competition between local shippers and shippers located in another state. Local motor carrier rates are fixed by the states and are published. Without interstate regulation interstate carriers can cut under local rates and supply houses located in distant cities in another state and can thus unfairly compete with local supply houses in local territory. Example—Eau Claire as compared with Duluth and Minneapolis.
 - (e) To prevent unfair competition with railroads. Railroad rates both intrastate and interstate must be published according to law and the railroads may not deviate therefrom. Without regulation interstate motor carriers can adopt a rate just below the rail rate or give rebates and thus secure the most desirable business before the railroad can comply with the legal steps necessary to establish a competing rate. Thus the motor vehicle carriers can secure the most profitable business leaving the drags to the railroads. If interstate motor carriers were required to publish and apply fixed rates without discrimination in the same manner as the railroads, the public would benefit by the fair competitive situation thereby created.
 - (f) To secure uniform bills of lading and shipping rules. The same reasons which caused the enactment of laws requiring uniform bills of lading and other incidental regulations as to railroads apply with equal force to motor vehicle transportation in interstate commerce.
 - (g) To secure proper coordination of interstate motor vehicle transportation by means of interchange rates and regulations. Without regulation interchange may or may not be arranged according to the whim of the interstate operator. Interchange rates and practices should be regulated to the same extent as those of railroads in the interest of efficient service to the public.
- "II. It is desirable that the adequacy of interstate motor vehicle service be subjected to regulation in the interest of the public. States have no control of such matters as related to strictly interstate operations.
- "III. It is desirable that federal regulation be applied for the purpose of preventing the unnecessary duplication of interstate transportation service. States can exclude interstate motor carriers only on the ground that the proposed operation would be unsafe or create undue highway traffic congestion. In many cases the saturation point on the highway has not been reached where there is nevertheless an abundance of transportation service. Additional lines make for economic waste and impair the service to the public. Public convenience and necessity should be shown before an interstate carrier is permitted to begin operation. Federal regulation in this respect is necessary, since the states have not the constitutional power to control the situation.
- "IV. Federal regulation as to size of vehicles, speed, safety of construction and

operation including hours of labor, liability insurance and other related police power matters is unnecessary because the states have the constitutional power to regulate such matters. Cargo insurance and general financial ability of the carrier would, however, be proper subjects for federal regulation in the interest of the shipping public."

The Soul of the Railroad

(Continued from Page 7)

emerge from the great "yards" to the east, gathering speed as they came. The roar would become greater and greater as they closed the distance between themselves and the station. I wonder whether the engineers ever realized how wonderful and beyond understanding it all seemed to the little boy who stood on the station platform and waved for the sheer joy of waving.

And then, as the din of their passing diminished, there would be a moment for meditation. Then, the eagerness to see it all would seize one; so, out into the track—on the ties and gravel (there's something about gravel on a railroad track; look at it on a hot afternoon sometime and see if you can understand what I mean) to see the last car flying around the curve as the train sped into the setting sun. Then—quiet—except the humming rails which still vibrated to the thrill of having carried such a magnificent load.

O, they were glorious, those trains. It didn't make so much difference that there were people on them—they were just trains, and if you were around the station at certain times of day they would put on their great show for you, and you could watch the sun drop into the stack of the engine as it hit the curve.

The railroad meant a lot to the small boy; especially when his father was the "Station Agent"; and not only that, but the Express Agent, Postmaster, Newspaper Agent, Real Estate Agent, Electric Light Bulb Exchange Agent and Custodian of the keys to the Police and Fire Alarm boxes for the whole community, as well.

The man who said that a railroad had a soul must have known the railroad at some time in his career as only a small boy could know it; and maybe his father was a "Station Agent" and Generalissimo in charge of all the community's facilities. I wonder if he, after playing to the point of exhaustion, was ever gently laid upon a pile of U. S. Mail sacks, there to nap until time to go home for supper. I wonder if he ever experienced the thrill of riding on the rear seat of a "speeder" with the timekeeper for the extra gang that was laying rail for a third and fourth main. And did he hang on tighter and close his eyes when the speeder went over the high bridge? I wonder if he ever rode with the section crew on a hand car? If he did all of those things and many more, I'm sure I know why he must have felt that he understood the soul of the railroad.

The Agricultural and Colonization Department

KITTITAS LANDS SELLING

Many New Settlers Move to Valley

THE 1932-33 advertising campaign carried on by the Ellensburg Chamber of Commerce resulted in 46 families moving into the Kittitas Valley this past spring and summer. About 10,000 acres were added to the irrigated acres in production and more acres are in the process of being cleared, leveled and made ready for irrigation.

There were nine states that contributed these new farm settlers to the Kittitas Valley. Washington naturally led with 28, then followed Oregon with 5, Idaho and Colorado with 3, California and Montana with 2, and Kansas, Utah, and Wyoming one each.

More than 5,000 people inquired about the opportunities in the Valley as a result of the advertising campaign. Three hundred people came to the district office from outside the Valley to look over the land offered. Two hundred twenty-five additional people have definitely stated they will visit the Valley at a later date. Several families moved to the city of Ellensburg while taking the time to investigate before making a purchase.

The results of the campaign were very satisfactory according to the local people in charge. In fact, they were so well pleased that they expect to carry on another similar campaign this winter and spring. They are earnestly striving to get the irrigated acres in the Valley into production as quickly as possible. If past history may be used to forecast the future, one may readily believe that it will not be long until all the irrigated farm land in the Valley is owned by some operating farmer.

TO ADVERTISE THE KITTITAS

Railroads Co-operate With Local People

TO bring about the early settlement of the newly irrigated lands in the Kittitas Valley, and to acquaint land minded folks with the farming advantages in the Valley is the object of a forthcoming advertising campaign conducted by the Ellensburg, Washington, Chamber of Commerce and the two trans-continental railroads serving the Valley.

Our road is co-operating in this campaign to the extent of one-third of the

advertising cost and the Northern Pacific will expend a like amount. The local Chamber of Commerce will not only pay its full share of the cost but will also handle all the correspondence, mail out all the descriptive material, look after each inquirer, and in other ways attend to the necessary work accruing from a settlement campaign.

There is room for 200 to 300 new farm families on the land recently brought under irrigation in the Kittitas Valley. The success and experiences of farmers who have long been settlers on the older irrigated lands in the Valley amply indicate that these new lands will soon be occupied. All that is necessary is that enough farm minded families, having adequate capital, be apprised of the opportunities afforded. This co-operative campaign should do that to the mutual benefit of all.



General View of Kittitas Valley. Note Splendid Alfalfa Crop

DEVELOPING THE MUSSEL-SHELL

Plan Has Been Presented to the Government

DURING the past several weeks, ranchmen, business men and other citizens of the Musselshell Valley have worked out and presented a plan of water conservation and storage to the Regional Adviser and the Montana Advisory Board of the Federal Public Works Administration.

The plan, as advocated, would provide for the impounding of waters westerly from Harlowton and northerly and northwesterly from Martinsdale at dam sites on the north and south fork of the Musselshell River and also for the impounding of water in the Deadman's Basin northerly from Ryegate.

Such conservation of water would make it possible to maintain stream flow in the Musselshell after the early season run-off period and afford irrigation water to the farmers and stockmen who have water rights and irrigation systems in all of our territory extending from Martinsdale to Melstone.

These increased water supplies would assure the production of forage and feed

crops in the Valley and make possible the better and more extensive utilization of the large areas of range land tributary to the Valley, both on the north and the south, or, in other words, this would stabilize the livestock industry in that territory.

Furthermore, this added water supply would also make possible the production of garden crops and, in the vicinity of Roundup and Harlowton, small gardens or part time or subsistence farms could be established for the partially or wholly unemployed coal miners, rail road workers and others.

Water conservation in the Valley would also make possible the establishment of many additional small ranch homes on the Musselshell and afford opportunity for dry land unsuccessful farmers in that area to secure farms which would give to them better opportunities for continuing their occupations and properly caring for their families.

If this plan can be adopted and adequate water storage for the Valley can be effected, The Milwaukee Road will be one of the benefactors. Hence, we are and have been working closely with the people of the Musselshell who are most interested and active in seeking to further this development.

RAPID VALLEY DEVELOPMENT

Citizens Study Ways and Means

FARMERS and business men in and about the Rapid Valley in the Black Hills of South Dakota are seriously studying ways and means by which the Valley can secure its annual production and stabilize the investments of its citizens. To date, the findings of these people indicate that the key to their success lies in an adequate water supply equitably distributed among the settlers.

To get this water supply and to properly distribute it does not seem to be an insurmountable problem. Local students of the problem point out that nature provides the precipitation, though usually at a season of the year when it runs off without benefiting the sowed and planted crops. By cooperation the snow water and rain water could be stored in the upper part of the valley and distributed down the valley to each producer. By so doing much of the production hazard would be wiped out to the benefit of all.

This local problem is one the citizens of the affected territory must solve for themselves. They are doing that by a thorough analysis of the various problems involved. The thoroughness with which these Rapid Valley citizens are digging into this matter leads one to believe that they will solve their difficulties to the satisfaction of all concerned.

WATER FOR CRANMOOR CRANBERRIES

Growers Building Irrigation System

THERE are but four major areas where cranberries are grown commercially in the United States. One of the four is north central Wisconsin. There production varies from a low of about 24,000 to a high of 80,000 barrels a year.

Most of this variation in production is said to be due to a lack of water. Water is used to irrigate the crop, control insects, check disease, and protect the crop from frost damage. Some of the Wisconsin growers have twelve acres of water storage or reservoirs for every acre of growing berries.

The Cranmoor growing district, west and southwest of Wisconsin Rapids, during the past two or three years has suffered from an unusual period of drought. The growers depended upon a couple of small streams to supply their reservoirs plus the annual rainfall. But late years there has been a marked deficiency in rainfall so the streams have failed the growers. This has meant decreased production as well as irreparable damage to the growing bogs.

To save the business and investment of the Cranmoor growers, they have all banded together, pooling their resources and assets as a pledge to the newly organized Cranberry Water Company. This Water Company has procured right of way for an irrigation canal leading from the Wisconsin River to the cranberry bogs. The company has also secured the right to use water from the Wisconsin River for this irrigation purpose and contracted for the necessary power to operate a 50,000 gallon capacity pump that will lift the water from the river to the irrigation canal. Work on the canal is well along and the pump is bargained for. So irrigating the Cranmoor District from a dependable source of water supply is about to be realized.

It is said that when this irrigation is completed that the present growers from acres now planted should be able to grow about 70,000 barrels of berries year after year. Some predict that there will be many additional acres of berries put out for production in the very near future. Many look forward to an annual production of 120,000 barrels or more of cranberries from the Cranmoor District within the next few years.

NEW LAMB FEEDING AREA

Southern Minnesota Farmers Develop Good Business

SOUTHERN Minnesota is rapidly becoming one of the leading lamb feeding territories in the Middle West. From a small beginning, a dozen or more years ago, this new industry has grown each year. This fall and winter it is estimated around 500 double deck loads of fattened lambs will have been finished for the packer.

An unusual type of cooperation between growers, farmers, packers, finan-

cial interests and our road has been responsible for the development of this business. The western ranchman had the lambs that needed a finish for killing, southern Minnesota farmers have the feed necessary for fattening the lambs, the nearby packers needed fattened lambs to slaughter that they might offer a complete line of fresh meats to their trade, banks and the Regional Agricultural Credit Corporations could see the benefits to accrue to the sheep business as a whole, and our road became the "connecting link" between ranch and farm.

To get all these interested agencies to work in unison has been the job of several experienced lamb feeders and commission men. They have ably represented the western grower and Minnesota farmer through a personal service which is the outgrowth of several years of experience. Their services begin with selecting the lambs to be fed and end when final remittances from the packers are equitably divided between grower and feeder. All told, it is a business now known as "contract feeding."

Our road has taken an active part in assisting the growth of this business. We have given much in the way of personal service as well as an operating service based upon the needs of the industry.

The business has had a sound growth. So well has it been managed that the First National Bank, Austin, Minn., devoted a whole issue of its First National Bank Review to a recommendation of the method used. Through this Review the bank also published a table representing the returns obtained by one of the representative feeders.

This lamb feeding business is a good example of results to be secured through effective team work directed by good leadership.

MANY TURNING LANDWARD

Good Hardwood Cut-Over Lands in Demand

THE year 1933 will long be remembered by hundreds of families who purchased new farm homes in the great cut-over regions of Upper Wisconsin and Michigan. Groups of as many as thirty-five or more have made purchases in one neighborhood selecting 40 to 80 or more acres for their new homes.

We have seen many of these families make their selections and have watched their progress through the first summer season. That progress has been marked by a small house, a few cleared acres, a garden, a barn and the beginning of a poultry flock. Food, shelter, fuel, and an increase in the inventory account form the major part of the first

year's efforts. But, it is a beginning that some day will be developed into a farm which will be the pride of its owner.

How many families have made this beginning during the past year no one knows. Yet, we have seen them in at least nine counties from Wausau to Lake Superior, and we are told that what we saw could be duplicated in many of the other counties where once great hardwood forests covered the land's surface.

That more people will follow those who have returned to the land is now admitted by all who have given thought to the migration of families. More and more it is evidenced in our correspondence and the personal calls made by those who come to our office.

Almost daily we are complimented because we are careful to direct these new settlers to lands and communities where there is a chance to "make good."

FARMERS SWAP SIRES

South Dakota Develops Exchange Days

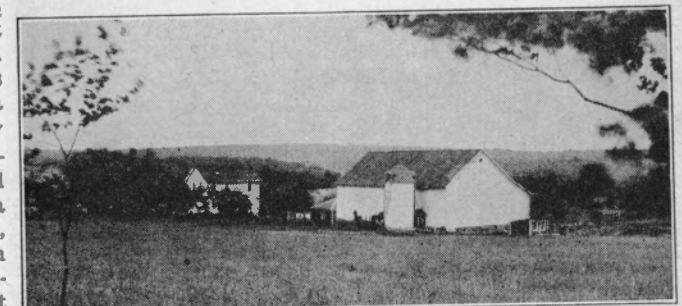
SAVING money is one of the important jobs of the present day farmer. Out in South Dakota the farmers have found a way to do that very thing in a most effective and far reaching manner. A day is set aside for this purpose. It is called "Pure Bred Sire Exchange Day."

In 1932 there were 24 county sire exchange days held throughout the state. They were held from late September through early November, the most successful ones being held in October. At one of these exchange days 305 sires were entered.

As a rule the majority of the sires are either traded or sold. Most of them are traded. It is an opportunity for farmers and ranchmen to get together and "swap" herd sires.

The rules provide that the sires entered in one of these exchange day meetings must be pure bred. Therefore, every one of them that finds a new home helps to keep up the quality of breeding stock in the community. Were these exchange days not held many of these well bred sires would, no doubt, go to market and their places would be filled by scrub or grade.

Several sire exchange days are planned for Milwaukee Road towns in the state. Three of them have already been held at Wessington Springs, Parker and Woonsocket.



There Are Many Comfortable Farms and Big Barns in Upper Wisconsin. Michael Sol Collection

ACCIDENT SAFETY PREVENTION

A Functioning Program of Safety Talk on Safety Given by Div. Store- keeper, George A. J. Carr, at Eighth Annual Safety School, Green Bay Vocational School

THE subject we have been assigned is "A Functioning Program of Safety."

Before attempting the solution of any problem it is well to ask ourselves these three questions—What? Why? and How?

In answer to the first question, WHAT is a functioning program of Safety. I prefer to think of a program that reaches into the heart and mind of every person in the organization and keeps alive at all times his safety-consciousness.

As to WHY this is necessary—you and I know that more deaths and suffering are caused by carelessness in this country in one year than we suffered in the World War.

HOW can this be remedied? By EDUCATION.

Any program will succeed in attaining its objective only in proportion to the support given by each and every individual in the organization. If ninety-nine out of one hundred are careful and one is not, a "No-Accident" record will be spoiled. If you are careful ALL the time you will NOT have an accident, BUT if you once forget Safety, or take a chance, that one lapse may put you in the hospital or the graveyard.

The railroads in the United States have gone a long way in reducing accidents both to passengers and employees. Those of you who have been many years on the railroad can recall how often you have seen men injured and killed in days gone by, before the Safety First Campaign was started. Each year you have seen the number of personal injuries and fatalities reduced by educating the men to be more careful.

To show you what has been accomplished, and how safe railway travel is, compared with other forms of transportation, we submit the following:

In 1932 the railways of the United States averaged one fatality to seventeen million passengers carried. Marine transportation averaged one fatality to four and three-quarter million passengers. Hence, your life is three and one-half times as safe on a train as on a boat.

In 1932 railways averaged one fatality to six hundred and six million passenger miles. Automobiles in 1930 averaged one fatality to twenty-one million passenger miles. Hence, your chance of being killed when traveling is twenty-nine times as great in an automobile

as on a train. In 1932 only twenty-eight railway passengers were killed, compared with 32,500 automobile passengers killed. In 1931 ninety people were killed each day by motor cars, while on the railways the average was one in thirteen days.

Education in accident prevention is accomplished in several ways. The Book of Standard Rules is necessary for the safe operation of trains, and these rules were made primarily to avoid accidents. Safety rule books have been issued covering the peculiar hazards of the various departments, and telling you the right way to do your work and forbidding specific unsafe practices. In addition Safety bulletins are issued frequently calling special attention to any recent accidents and the proper means of avoiding the repetition of them. Safety Bulletins also warn you of seasonal hazards, and help us to keep safety in mind all the time.

The rules and printed warnings, however, will not stop all accidents, unless they are learned, and heeded, by the individual employee. The books are not much good without the teacher, whose duty it is to see that the rules are understood—to interpret them is necessary, and to bring home to each of you the fact that these rules are made to save you from injuring yourself or others. They must be lived up to—not some of the time, but all of the time. This is the job of the supervisor—to see that his men know the rules, and live up to them. He must set the example, as well as teach the gospel of Safety.

I do not believe there is a single employe on our railroad who would intentionally or deliberately cause an injury to himself or his fellow man. Yet, very rarely is anyone injured, but the investigation of the cause shows that someone failed to do his duty. In nearly every case someone was careless, someone violated the rule of Safety. It is not enough to be safe most of the time—you must keep your mind on what you are doing and you won't get hurt.

Training in Safety makes you a better workman. It is necessary to analyze your job before you start to do it. Think of what might happen and how to avoid any injury. Team work is necessary wherever two or more men work together. Every team must have a captain. It is the duty of this leader to see that everyone has the right understanding of what is to be done, and how it is to be accomplished, and to be sure that everyone gets the right signals.

Because you are taught to be Safety-conscious on the railroad you will be safety-minded at home, or on the highway, and you will correct unsafe condi-

tions and unsafe practices not only for yourself, but for your family.

One of the finest things being done for accident prevention today is the teaching of the children in the schools to be careful. Habits formed early in life are hard to break, and the Safety habit being taught to our children of school age will continue with them through life, and will save many a limb and many a life.

The success of a Safety Program depends on the supervisor who must not only tell his men what to do, but how to do it safely, and then see that the work is done properly. To accomplish this he must at all times have the full cooperation of his men. The supervisor must inspire loyalty in his men by fair and just treatment. Good work must be commended and appreciated, and failure to do good work must be criticized and corrected, and discipline administered if necessary. The loyal employe will do his work right whether the boss is watching him or not. The right way is the safe way.

Safety meetings are an important part of the program. In the beginning unsafe conditions were more numerous and many such items were brought up for correction. Now, these are usually taken care of when found and reported as corrected at the meetings. Attendance at Safety meetings is still very necessary to keep up the interest in Safety First and to provide opportunity for discussion of the many problems still confronting us in this work.

To show you that we still have a long way to go before reaching the goal of one hundred per cent safety on the railroads of the United States, we submit the following figures for last year.

In 1932, 4,918 people were killed in train accidents and train service accidents, including 2,602 trespassers. In train accidents alone in 1932 in this country there were 183 killed, including three passengers, and 997 injured. There occurred last year 5,770 train accidents, including 1,265 collisions, 3,321 derailments, and 1,184 other train accidents. The incidental damage to railroad property was \$7,303,037. This loss comes out of YOUR wages.

New Foreman Makes Good

FOREMAN LOUIS GLASNAPP in charge of the jointing and lining gang of 10 men who had never worked on the Milwaukee Road heretofore, were employed on the Milwaukee Division during the past season.

This gang completed their work with a clear record for safety, not one of the men receiving even as much as a scratch or a near accident while handling the work.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Summary of Activities April 1 to September 30, 1933, Inclusive.

Expended for Welfare and Good Cheer.....	\$ 6,864.99
Number of families given aid	783
Number of families reached through Good Cheer Activities.....	1,713
Estimated value of donations of clothing and other articles received and distributed, requiring no expenditure from club funds.....	\$ 832.98
Number of Welfare and Good Cheer calls made.....	9,381
Number of messages of cheer and sympathy sent.....	800
Donated by General Governing Board to Local Chapters for Welfare Work— included in above figures.....	\$ 2,096.45
Donated by Association of Veteran Employees to Local Chapters.....	\$ 2,829.02
Amount expended for library books by Chapters which have circulating libraries.....	\$ 249.87
Amount cleared on library book rentals	\$ 264.73
Approximate number of books which are property of club.....	4,000
Number of books loaned to members.....	4,328
Balance in General Governing Board and Local Chapter treasuries on Sep- tember 30, 1933	\$19,105.61
Funds not available—in closed banks and on which waivers have been signed.....	\$ 2,079.11

Respectfully submitted,

ETTA N. LINDSKOG, Secretary General.

The District Meetings

THE unanimous vote of all of the chapters at the various district meetings of the Women's Club was in favor of an annual district meeting, and that feature will henceforth be a part of the club activities. The decision in regard to the annual get-together luncheon, with the convention of the general governing board preceding it, was left until the next annual gathering, which is to be held in April.

The third district meeting held this fall was called to order in the handsome new club room of Twin City Chapter on Oct. 31 with Mrs. Byram, president-general, in the chair. The following chapters were represented by their presidents: Twin City, Mrs. E. H. Sainsbury; Miles City, Mrs. H. L. Pitner; Marmarth, Mrs. Frank De Lange; Mobridge, Mrs. I. L. Dickey; Aberdeen, Mrs. H. M. Gillick; Milbank, Mrs. E. A. Phelan; Montevideo, Mrs. Fred Burdick; Austin, Mrs. E. J. Blomly, Sr.; La Crosse, Mrs. E. R. Merrill. The general governing board officers were: Mrs. H. E. Byram, president-general; Mrs. Carpenter Kendall, first vice-president-general, and Miss Etta Lindskog, secretary-general. A large contingent from each chapter membership accompanied their presidents.

One hundred and twenty were in attendance at the luncheon served at the beautiful Curtis Hotel in Minneapolis. A most enjoyable feature of the entertainment at the luncheon was the singing of Gertrude Lutzi, whose beautiful voice has been heard over the radio many times. This young lady is the daughter of Operator J. G. Skarold of the Minneapolis office, and by many will be remembered as the lovely little girl who sang so charmingly at a meeting of the Veterans' Association which was held in the Curtis Hotel in 1921. Gertrude has grown up since then, has married, but her voice has grown up, too, into a soprano of sweetness and power. Mrs. J. H. Foster accompanied her, just as she did when Gertrude was a little girl singing to the great Curtis ballroom full of veterans.

The Milwaukee meeting was held at the Plankinton Hotel Nov. 2, Mrs. Byram presiding. The chapters and their representatives were: Milwaukee, Mrs. M. F. Dineen; Tomah, Mrs. Wm. Hovey; Portage, Mrs. C. E. Hodge; Wausau, Mrs. C. E. Dexter; Channing, Mrs. C. Hueter; Green Bay, Mrs. M. E. Hastings; Madison, Mrs. Rae Scherneck; Janesville, Mrs. Charles Gregory, and Beloit, Mrs. J. T. Barrett. The governing board by Mrs. Byram, Mrs. Kendall, Mrs. E. H. Bannan, second vice-president general; Miss Lindskog and Mrs. J. H. Valentine, general director.

The attendance at the luncheon which followed the meeting, in the Sky Room of the hotel was 200, after which the business session was resumed.

A pleasing entertainment of readings and dancing was rendered during the progress

of the luncheon, the actors being daughters of employes.

The Chicago meeting followed on Nov. 4 and took place in the Bal Tabarin room of the Hotel Sherman. The chapters represented were: Chicago (Fullerton Avenue), Mrs. H. M. Borgerson; Chicago (Union Station), Miss Hazel M. Merrill; Bensonville, Mrs. Fred Oakes; Terre Haute, Mrs. C. E. Elliott; Kansas City, Mrs. D. R. Davis; Ottumwa, Mrs. W. C. Givens; Dubuque, Mrs. H. G. Eledner; Marquette, Mrs. Fred Reetz; Davenport, Mrs. Wm. Dehning; Perry, Mrs. Wm. Thompson; Cedar Rapids, Mrs. Joseph Chermak; Council Bluffs, Mrs. Ed M. Lee; Des Moines, Mrs. Kent M. Hamilton. The general executive committee: Mrs. H. A. Scandrett, Mrs. Byram, Mrs. Kendall, Mrs. Bannan, Mrs. Sparrow, treasurer general; Miss Lindskog, Mrs. J. T. Gillick, Mrs. F. H. Baker, Mrs. Valentine, Mrs. C. H. Dietrich and Mrs. E. A. Meyer.

Savanna, Ill., and Marion, Ia., chapters were not represented. Luncheon in College Inn of Hotel Sherman followed the morning session after which the remaining business was transacted in the Bal Tabarin room.

The meeting at Sioux Falls completed the series of district meetings. It was held at Hotel Carpenter, the chapters being represented as follows: Sioux Falls, Mrs. C. M. Belknap; Madison, S. D., Mrs. D. E. Lawler; Mitchell, Mrs. Edna Bintliffe; Sanborn, Mrs. John Wiley; Mason City, Mrs. Wm. J. Johnston; Sioux City, Mrs. George Wean. Black Hills and Murdo chapters were not represented. The general officers present were Mrs. Byram, Mrs. Kendall and Miss Lindskog.

A luncheon was served in the private dining room of Hotel Carpenter with a delightful program of song rendered by Mrs. Bell of Sioux Falls and Miss Corinne Monteen of Mason City.

Relief work was the first and most important topic under discussion at all of the meetings. The matter of furnishing relief to part-time employes, instead of the totally unemployed who would be able to get relief from the federal, state or local agencies, was taken up and some of the doubts and misapprehensions in regard to this course were cleared up. The presidents had previously been requested to inform themselves as to the nature and extent of public relief to be granted in their respective localities. It was found that all of the unemployed would be taken care of in every locality, and to some extent those on part time would receive help, and to that extent would relieve the club treasuries which are this year to have the added duty of furnishing coal from their funds to part-time employes who are in need.

Membership was under discussion and Mrs. Byram impressed those present with the importance of using every means possible to get new members and to procure all the renewals. "A large membership,"

she said, "is as important and as powerful as a large army in time of war. The larger the army, the greater the chance of victory; and likewise, the greater the membership, the more powerful in fighting depression and the needs of our Milwaukee family because of it."

Following a very general expression of the desire to change the dates of the fiscal year from April 1 to March 31, back to the original dates of Jan. 1 to Dec. 31, the matter was taken under discussion at each meeting, with a vote practically unanimous for the change. The dates have, therefore, been changed in accordance with that vote. All presidents were instructed to name their nominating committees and prepare for an election at their December meetings.

By vote of the governing board, the date of the annual get-together was changed from fall to spring, and the next one will be next April. Further consideration of the get-togethers will come up at that meeting.

The importance of the district meetings to the membership in general was very apparent. For the first time any and all members desiring to attend the meetings were admitted and invited to take part in discussions, although, of course, only the presidents and members of the general governing board were entitled to vote on the various motions. In this way all the members who attended had opportunity to hear about and know more intimately the work of the club, to the end, without doubt, that they will carry back home with them a greater interest brought about by a more intimate knowledge of club work with all its problems, difficulties and joys.

District meetings will be called for next fall, dates and places to be announced by the general executive committee later.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian.

RE-OPENING of club activities for fall and winter was a well-attended gathering in the club rooms Monday, Sept. 18.

The same fine spirit of co-operation and friendliness that so marked and made a tremendous success of all undertakings last year was much in evidence. It is the most important feature of any club or organization, we believe, for without the proper club spirit and the determination on the part of each individual to do his or her best, to work together for a common cause, the best efforts will fall short of their goal, but pulling hard hand in hand all work becomes a pleasure and thoughts of "hard times" or the oft-repeated "depression" are put to flight.

The peppy songs of recent adaptation aid greatly in keeping up the enthusiasm in community singing, and one or two clever new ones were introduced as a sort of musical surprise. In addition to the regular club songs, a special program was arranged by our capable program chairman, Mrs. W. H. Berg.

Appearing first was Miss Naomi-Conklin in two piano solos, both beautifully presented. Next Miss Jane Feeley gave a humorous reading which was very much enjoyed. Lynn Zech then sang two solos which delighted his audience. Piano accompaniment for Mr. Zech's songs was played by his sister, Miss Margaret Zech.

The business of the evening consisted of reports by chairmen of the various committees, a resume, read by Mrs. Gillick, of last year's work, and a brief review given of the membership up to date.

Within the next three weeks this chapter will make and fill a kit for ex-service men in a veterans' hospital, under the direction of Mrs. J. L. Morley. Mrs. C. O. Lundquist has volunteered to make the kit, and it will be filled with necessary articles by a committee appointed for this purpose.

We deeply regret the loss of one member of long standing, Mrs. C. R. Zimmerman, who has gone to California to reside with her son.

A social hour followed the business session during which time refreshments were

served by Mmes. Wm. Dent, Martin Silvernail, E. H. Solke and Jonas Bachman.

Thursday, Oct. 5, a special board meeting was held to make plans for relief work for the coming months; a membership drive during which we hope to gain many new members as well as renew those from past years.

While no specially provided fund is available for relief this year, the chapter plans on caring for its employed needy by the funds acquired from parties and our membership. Quite a large number of our members have promised to earn a stated sum during the month, and this plan offers an endless variety of ways, novel and interesting, to earn or save this sum which will also aid in relief work.

The first party of the season was planned for Oct. 25, to be a dinner-bridge. Another unique method of adding to the club's funds was in giving out four shopping baskets which are to be passed around among all members until each one has had one of the baskets. Each basket contains a notebook in which the name appears as each member passes the basket to the next, also some useful household article, for which the person having the basket places a small amount of money in bank which each basket contains. In passing the basket on each member replaces a similar household article for one she receives. This plan, too, should realize a satisfactory sum when all baskets are turned in.

Channing Chapter

Mrs. Wm. Porter, Historian.

THE regular meeting was held on Oct. 4, Mrs. W. W. Tuttle, vice-president, presiding in the absence of Mrs. Huetter. The reports of the various chairmen were read. After the meeting a lunch cloth, donated by one of our contributing members, Mrs. F. McKeague, age 80, of Green Bay, Wis., was given away to the lucky person. Cards were played, prizes being awarded to Miss McKaskill in bridge and Mrs. Wm. Porter in "500." Refreshments were served by Mmes. H. Lindeman, W. Teak and L. Thiele.

The Channing Chapter regrets the tragic death of Mrs. Edward Schwanke, one of our members, who passed away Oct. 21. The club extends its deepest sympathy to Mr. Schwanke and family.

Mrs. Huetter attended the district meeting at Milwaukee Nov. 2.

Nov. 7 the regular meeting was held, with Mrs. Huetter presiding. She gave a brief and interesting talk on the district meeting held at Milwaukee. It was enjoyed by all.

The club voted on financing and preparing hot lunches to be served to the needy children at school this winter, as in previous years. Cards were played after the meeting, prizes being awarded to Mrs. H. Lindeman in "500" and Mrs. Ray Helms in bridge. Lunch was served by Mrs. W. W. Tuttle and Mrs. Geo. Carey.

Our chapter is proud of its increase in membership and proud to have Mr. Wm. Hart, traveling engineer of Green Bay, as one of our members.

The chapter served a wild duck dinner for the Rod and Gun Club Nov. 2. The ducks were a gift from Conductor Wallie Pritchard.

Tomah Chapter

Mrs. Ed Wilson, Historian.

TOMAH CHAPTER met Nov. 1 with a large attendance. The meeting was called to order by the president, Mrs. Hovey. Reports of the various committees and other routine business was transacted. The treasurer reported a balance of \$72.14 in the treasury. Membership committee reported 101 members with seven new members.

Good cheer committee has been very active, there being several members ill or have had illness or sorrow in their homes.

The Red Cross has donated 60 yards of material to be made up.

On Oct. 31 the chapter gave a Hallowe'en party with a large attendance, everyone

reporting a good time. All are looking forward to the big Christmas party.

Mr. George Kern 'passed away on Oct. 4 at St. Mary's Hospital in Sparta after an appendicitis operation. Our president appointed committees to see to all meals for the family and many things were brought in which were greatly appreciated. Mrs. Kern has been an active member of Tomah Chapter.

Nine members of Tomah Chapter attended the district meeting and luncheon in Milwaukee Nov. 2, President, Mrs. Hovey, and Mmes. John Wilkinson, R. Ross, R. Rudell, S. Wise, R. Zimmerman, Henry Hopp, Mayme Rosa and Paul Duvie of Sparta being among the number.

The meeting was closed with an enjoyable program.

St. Marie's Chapter

Mrs. Peter Mickelson, Historian.

OUR September meeting was held in the clubhouse with twelve members reporting. Recitation of the club motto was followed by roll call.

It was voted to send our president to the district meeting of the clubs in Seattle on Oct. 3.

A very interesting talk on Safety First was given by Mrs. M. H. Donovan, and after the business meeting light refreshments were served.

The regular business meeting for October was held on the 16th. Our president gave an interesting account of the district meeting in Seattle which she attended.

Perhaps all of our members would like to know that the annual school taxes paid by the railroads were sufficient to provide a year's education for 1,640,894 pupils.

Spokane Chapter

Mrs. W. H. Hunter, Historian.

THE September meeting of Spokane Chapter was held on the 26th, the regular dates of the meeting having been changed from the second Tuesday to the fourth Tuesday in the month.

A board meeting preceded the regular session and our president, Mrs. David Leaming, being absent, one of our past presidents, Mrs. Nathan Jones, presided. Mrs. Palmund read several communications, one in particular, from Miss Lindskog, pertaining to the district meeting in Seattle on Oct. 3.

The regular meeting followed. The minutes, read by our secretary, were inclusive and interesting. Mrs. William Ashton, treasurer, reported receipts and disbursements, and after expending quite a sum for relief she reported a balance of \$82.35. Mrs. Harold Linnehan, corresponding secretary, read several communications from general headquarters in Chicago. Mrs. Charles Lillwitz, membership chairman, reported 124 members; Sunshine chairman, Mrs. Frank Fisher, reported a number of calls made and several floral pieces sent.

An instructive talk was given by Mrs. George Hill on new methods of relief work. Much interest centered around a discussion of the coming district meeting in Seattle on Oct. 3, a number of our members planning to attend.

The half-year's relief work showed \$54.51 expended.

Othello, Wash., which gives Spokane Chapter its first vice-president, Mrs. Malone, is active, and at a recent benefit cleared \$55, which it sent us, greatly enriching our treasury.

The chapter is planning a social evening soon at which an open forum discussion is to be the main feature.

At the close of the business meeting a social hour was enjoyed.

Beloit Chapter

Mrs. Edgar Ruck, Historian.

A SHORT business session followed a hilarious Hallowe'en party on Oct. 11. The club room was decorated in the seasonal manner. Prizes were awarded for the funniest costumes and a weird witch with a cauldron passed out fortunes. Games

and contests were indulged in and refreshments followed. Mrs. Barrett, president, in black face opened the meeting.

Welfare chairman reported \$50 spent, sunshine chairman reported seven personal calls, eight telephone calls, two cards sent, ways and means chairman reported \$9.10.

Arrangements for attending the district meeting in Milwaukee on Nov. 2 were discussed.

A card party at the passenger station was decided upon for an afternoon in October.

The regular November meeting was held on the 8th, called to order by the president.

The sunshine report was as follows: Three cards and eleven 'phone calls and eight families reached.

Membership was reported as 119 voting and contributing members.

The president told of the district meeting. Twenty-three members of Beloit Chapter attended the luncheon at the Plankinton Hotel.

The attendance at the party at the station on Oct. 28 was over one hundred and all reported a very enjoyable evening. The depot was decorated in Hallowe'en manner and the guests were escorted by ghosts through a "chamber of horrors." Games and contests followed and cards were played. Dancing was enjoyed to the music of an accordion. Apple cider and ginger cookies were served.

Another of the popular "pot-luck suppers" was decided upon to be held in the near future, and also another dance in the passenger station, on Thanksgiving Eve.

Volunteers for Red Cross work were called for. Bridge and refreshments followed.

Fullerton Ave. Chapter

Mary J. Maney, Historian.

THE October meeting was well attended.

Reports were read and many interesting subjects discussed. Plans are being made to resume the week-day afternoon card parties that were so successful last year. Dates are to be announced later. The harvest party was a huge success. The drawing for the "Queen" of the party was won by Miss Florence Krella of the freight auditor's office, the holder of the "Lucky Number 13," which removed from our mind the old superstition. A "gold crown" was placed on her head, a striking contrast to her pretty blond hair, and she was presented with a beautiful bouquet by our program chairman, Mrs. Neumann. Numerous games followed the coronation and a gypsy fortune teller was on hand to tell the fortunes of the members—a nice ending to an enjoyable evening.

A district meeting and luncheon was held November 4th in the Hotel Sherman. Mrs. Borgerson, our president, was very proud and happy at seeing the large attendance representing Fullerton Avenue Chapter—94 members present who enjoyed the delicious luncheon served in the College Inn and the meeting which followed in the Bal Tabarin Room. All are looking forward to the annual get-together luncheon which is to be held in the spring.

About thirty women were at the sewing meeting Thursday, November 9th, and a splendid day's work was done. Two quilts were put together and tied and twelve sheets hemmed. This sewing group was organized last fall by Mrs. Scandrett, assisted by her co-chairmen, Mrs. Sparrow and Mrs. Kendall. Many garments of wearing apparel were made and distributed to the children of our Milwaukee Road families. The next sewing meeting at Fullerton Avenue will be held Thursday, December 14th. Club members are invited to come and help for this worthy cause.

The November meeting Saturday, November 11th, was rather small, due to it being Armistice Day. Many of our members were attending other activities. Our president, Mrs. Borgerson, announced the time limit for the membership prize money offered by the General Governing Board extended to December 31st. Let us all work hard to increase our membership before

that date so as to receive another prize. We have done it before and can do it again.

Our annual Christmas basket party will be held in the Steuben Club ballroom on Randolph street, Friday, December 8th. Cards and bunco will be played in an adjoining room and the admission ticket entitles the holder to a drawing on a \$5.00 gold piece. You not only will have a good time, but will be doing your share in helping a worthy cause. Many more baskets will be needed this year, so if you cannot come to the party, buy a ticket with the hope of winning the \$5.00.

Next meeting of Fullerton Avenue Chapter—Tuesday evening, December 12th, at 5:00 p. m.—our Christmas party in the club rooms.

Savanna Chapter

Hilda Schreiner, Historian.

THE first departmental meeting of Savanna Chapter was held in the Lydia T. Byram Community House on Nov. 13th. The event began with a pot-luck supper sponsored by the mechanical department of the railroad at Savanna. Decorations included fruit baskets cut from pumpkins and filled with fruit in the center of each table. About 125 were present, being members and their families. After the supper a short business session was held. Then the following program: Two songs by the boy quartette consisting of Lester Maurer, Paul Swanson, Lamont Crouse and Claude Patton, accompanied at the piano by Miss Mildred Nutt. A piano solo by Miss Nutt, two cornet solos by George Hansen, accompanied by Seeward Johnson; two vocal solos by L. V. Schwartz, accompanied by Mildred Nutt, concluding with two selections by the boys' quartet.

The committee in charge of this very successful meeting were: Decorations, P. L. Mullen, chairman; dining room, Mmes. Ed Shafer, James Smity, Charles Langley, John Slater, Fay King, John McDonald and the Misses Sadie Miller, Grace Cassel, Nell Murphy, Mildred Lund, Elleen Kane and Anna McDermott; kitchen, Mrs. Charles Seitzberg, chairman, with Mmes. John Rogers and Fred Smith, Sr.; program, Mrs. R. Phillips and Mrs. P. H. Franzen.

The Merry-makers furnished the music for dancing.

The next departmental meeting will be held December 11th, in charge of the operating force.

The annual election of officers will be held at the next meeting.

Milwaukee Chapter

Mrs. C. C. Steed, Historian.

THE regular meeting of Milwaukee Chapter was held October 16th, opened by the president, Mrs. Dineen.

Letters of interest from headquarters at Chicago were read by the corresponding secretary. The treasurer's report was read and approved. Committee chairman's report showed personal and telephone calls by Mrs. Carey; Mrs. Rockford, ways and means, reported a belated \$5.00 turned in from the last party. Mrs. McConeahy, house and purchasing, had no report further than that the club room curtains had been laundered and rehung. Mrs. Zimmerman, mutual benefit chairman, reported \$12.93 spent during the month.

Mrs. Carey, safety first chairman, asked that each member clip from the daily paper some time during the month an item on which she could suggest a safety first measure which would have prevented the happening.

The annual bazaar of the chapter was discussed and it was decided to hold it as usual on December 7th, serving lunch at noon.

A motion was made and carried to ask the heads of departments of the railroad in Milwaukee to allow the girls employed to take their lunch hour on the day of the district meeting at the time of serving the luncheon at Hotel Plankinton.

Madison Chapter

Mabel Davy, Historian.

MADISON Chapter began its activities for the year with a chicken dinner at which 160 people were served. The chairman, Mrs. Carter, was assisted by Mrs. Liegois, who was in charge of the dining room.

The regular meeting was held immediately following the dinner, at which reports of the secretary and treasurer were submitted and accepted.

September was indeed a busy month as our well stocked cupboards can testify, and we are proud of our display of jelly, canned fruits and vegetables.

The card party given September 27th netted \$13.76. During the month of September this chapter made \$60.00 from its various activities. We hope to continue the good work.

The October meeting was held on the 11th with Mrs. Scherneck presiding. Members were urged to attend the district meeting to be held in Milwaukee on November 2nd.

Plans were made for a pot-luck supper followed by a keno party, Mrs. Welty chairman of the supper and Mrs. Speckner in charge of the keno.

Members were asked for donations for the rummage sale on October 19th.

After adjournment delicious refreshments were served by our members from Mazomanie.

Butte Chapter

Mrs. Warren W. Grimm, Historian.

THE outstanding event for the opening of the season of Butte Chapter activities was the district meeting with members of five chapters in Montana attending. We were glad to welcome Mrs. Carpenter Kendall, first vice president general, and Miss Etta Lindskog, secretary-general. During the luncheon at Lockwood Cafe, Miss Janet Baker gave two violin solos, accompanied on the piano by Harold Schector; Miss Kathleen Dunn sang three numbers. These young people are all children of Milwaukee families and they were most graciously received. Butte Chapter presented Mrs. Kendall and Miss Lindskog with souvenir copper ink wells.

After the business meeting held in the clubroom, the unanimous vote of all present was for a district meeting every year.

Superintendent and Mrs. Sorenson, accompanied by Mr. and Mrs. W. W. Grimm, spent a few days at the World's Fair in Chicago, after which Mr. and Mrs. Grimm went to Unionville, Mo., to visit Mrs. Grimm's mother. En route home they will visit in Iowa and in Omaha, Neb.

Perry Chapter

Mrs. J. J. Kindig, Historian.

PERRY CHAPTER held its meeting on Thursday, Nov. 2nd, at the clubhouse, with Mrs. Wm. Thompson, president, presiding. The club will entertain all wives, mothers and sisters of Milwaukee employees located at Perry. A nice program will be enjoyed by the guests and a buffet lunch served by Mrs. R. C. Dodds and her assistants. The program is under Mrs. Neva Fuller.

Perry ranked quite high in getting new members for the year and our chairman, Mrs. Stromquist, deserves a great deal of credit. The friendship quilt started a few weeks ago is coming along fine. We still have many calls on our committee for food and clothing and we hope to be able to assist them all. During the month of October we held our annual birthday party and members of Des Moines Chapter were our guests for the afternoon. There were 15 of them. The 12 birthday tables made a pretty setting with their different decorations for each month of the year, and a large birthday cake featured the center of each table.

Mrs. Flossie Reilhan composed a little verse for each month and read them all during the program. Mrs. Ralph Fields and Mrs. Thomas Birmingham were in

charge of the tables. Our president attended the business meeting and luncheon in Chicago, November 3rd. Several of our club members were with her and all reported a fine time. It was decided at that meeting to hold election of officers in December and installation in January. A committee was selected and will report at the December meeting.

Our Bridge Club has started again and also the Young Ladies' Bridge Club, which meets every two weeks. We have had a very busy year, but everyone was so willing to work and keep on making money that it has been a pleasure to work with them.

Bensenville Chapter

Mrs. William Wolf, Historian.

BENSENVILLE CHAPTER met October 4th. Reports were as follows: Membership, 82.

Librarian reports 893 books. Commencing November 7th, the library will be open every Tuesday evening.

The Sunshine Committee has been very busy visiting our sick members.

Also planned a food sale to be given November 11th.

After the meeting, members were busy sewing a quilt, which will be raffled some time in December.

Board meeting was held October 27th. At this meeting it was decided that club members would meet every Tuesday during November to sew. Many beautiful articles are being made, which will be sold for holiday gifts.

November 1st the regular monthly meeting was held, our President, Mrs. Oakes, presiding, with a very good attendance. Routine business was transacted, after which sewing was enjoyed. A delicious lunch was served by the social committee.

Dubuque Chapter

Lucille Mular, Historian.

DUBUQUE Chapter held "open house" at its club rooms on October 16th, when we had as guests Mrs. Carpenter Kendall, Miss Etta Lindskog and Mrs. E. A. Meyer.

The evening spent at the club rooms was preceded by a 6 o'clock dinner at the Dubuque Elks Club, which was enjoyed by thirty club members and their Chicago guests.

The entertainment of the evening was in the form of a formal opening of our newly furnished rooms, located over the passenger station. After greeting the guests, our president, Mrs. H. Wiedner, gave a brief talk on how appreciative Dubuque Chapter is for the rooms and the donations we have had up to date to help beautify them.

Mrs. Kendall and Miss Lindskog assured Dubuque Chapter they were happy with us in the realization of our long cherished "dream," and Mrs. Meyer, a former president of Dubuque Chapter, gave a delightful summary of some of her most interesting experiences while one of us.

The following program was then enjoyed by seventy-five members and friends of Dubuque Chapter:

Welcome, Paul Unmeht; cornet solo, Larry Palmer, accompanied by Ruth Anderson; tap dance, Elaine Peck, accompanist, Mrs. Milton Frohs; reading, Mary Whalen; violin solo, Mrs. Claude Miller, accompanist, Mrs. Frohs; cornet solo, Francis Galvin; piano duet, Ila and Edna Kupferschmidt; dance and song number, Miss Alice McGough, accompanist, Miss Dugan; reading, Mary Joan Wellman; quartette, Aubert Breckler, Archie Ruff, Walter Leuschner and Carl Peterson.

On November 2nd, at the regular meeting of the chapter, reports were submitted by the two captains in our membership drive. The result was a dandy—Mrs. Graff having 45 names to report and Mrs. Koch 33. Plans were made for an old-fashioned party to be held on Nov. 16th at the club rooms to celebrate the victory—not only the winning side, but to congratulate both captains on their good work, together with their committees. Forty members were in attendance at this meeting.

Tomah Chapter's Thrift Program

TOMAH Chapter's wonderful Thrift program discloses at the end of the season results little short of remarkable. We have previously given some figures of the quantity of canned goods, etc., which the Chapter had accumulated through a most intensive season's work at gardening, canning and drying vegetables and fruits; and the following list is the completed one:

Pickles, qts.....	1984
Tomatoes, qts.....	1848
Pumpkin, qts.....	75
Beets, qts.....	146
String Beans, qts.....	220
Carrots, qts.....	60
Corn, qts.....	1390
Peas, qts.....	75
Greens, qts.....	100
Veg. Sandwich Spread, qts.....	25
Grn. Tom. Mincemeat, qts.....	100
Rabbit Mincemeat, qts.....	12
Venison Mincemeat, qts.....	10
Jams and Jellies, qts.....	200
Pulp for Jellies, qts.....	100
Sauerkraut, gals.....	1300
Dill Pickles, gals.....	300
Apple Sauce, qts.....	1298
Catsup, bots.....	300
Fruits, all kinds, qts.....	1880
Fish, qts.....	5
Rabbit, qts.....	100

Dry Vegetables

Cabbage, heads.....	200
Squash.....	100
Pumpkins.....	100
Lima Beans, lbs.....	5
Beets, bus.....	5
Carrots, bus.....	40
Rutabagas, bus.....	25
Potatoes, bus.....	800
Eggs packed, doz.....	75

The fruits included in the list were picked by unemployed families and many additional quarts were picked and sold to purchase other varieties and sugar for canning. The fish and rabbit were supplied by the men folks.

The outstanding garden was one made by three railroad employees, which produced 800 heads of cabbage, 25 bushels tomatoes, 56 bushels carrots, 80 bushels potatoes, 2 bushels onions and a quantity of winter radishes and turnips. Splendid donations from this garden were made to the club for its relief work.

One family established a record for canned supplies, which includes the following: fruits, 92 qts.; pickles, 50 qts.; beets, 50 qts.; carrots, 30 qts.; tomatoes, 83 qts.; corn, 120 qts.; apples, 56 qts.; chow chow, 10 qts.; mock mincemeat, 9 qts.; 500 qts in all. This family also put down 500 gallons of sauerkraut.

A greater portion of the gardens, from which the supply for canning was obtained, were planted and property furnished and plowed by the city. Some gardens were on railroad property and a few on private lots.

The Chapter furnished \$9.90 worth of seed for these gardens, the smallest amount of any unit in the district. The donation of a considerable quantity of fruits and vegetables, for distribution among the unemployed and part-time workers, helped swell the total.

At the October meeting of the club it was suggested that seeds be saved and placed in the hands of the relief committee. This plan has brought wonderful results. Over 100 packages of flower seeds have been wrapped, with a value of \$5. Vegetable seeds are still being received and these will be distributed before planting time.

The motto of the Chapter is THRIFT, which means good health, love for one another, honesty, better management, independence, better education and pride. This program keeps high the morale of all the people served by the club and makes better citizens, to benefit merchants, county and state.

The club wishes to extend its thanks to all who have co-operated and assisted in making a complete success of a great undertaking.

Seattle Chapter

Mrs. S. O. McGalliard, Historian

THE regular monthly meeting of Seattle Chapter was held Oct. 19 in the club rooms with Mrs. J. M. Axelson, president, presiding.

A delicious luncheon was served by the following committee: Mrs. S. O. McGalliard, chairman, assisted by Mrs. J. Webb, Mrs. A. W. Magill and Mrs. Grace Redman.

After the business meeting a very interesting program of music was given by two young women from the Cornish School of Music. Mrs. Jean S. Brown gave an address called "Memories."

Nov. 10 was bazaar day in the club rooms. Lunch was served at noon, cards in the afternoon and dinner at 6 o'clock. During the entire day all sorts of good home-made goodies were for sale.

A very nice sum was realized for our treasury.

Harlowton Chapter

Lillian Aicher, Historian

HARLOWTON Chapter met for the first time after the summer recess, on September 4th with a very nice attendance. Quite a number from this chapter attended the railroad picnic at Bozeman in August and all reported a fine time. We all wish to thank the Three Folks people for the wonderful time and for the kindness and hospitality shown to us.

We have missed our past president, Mrs. L. Gallagher, from our midst, as she has been confined to her home by illness. We hope she will soon be well again. Mrs. Walter Schectos was appointed safety first chairman to relieve Mrs. Gallagher. We are expecting a good talk from our new chairman at the next meeting. On September 6th the chapter gave a public card party at which six tables were played.

Alberton Chapter

Mildred Miller, Historian.

OUR chapter has been busy since our summer vacation cleaning our club rooms for the winter. The ways and means committee gave a dance which was a huge success.

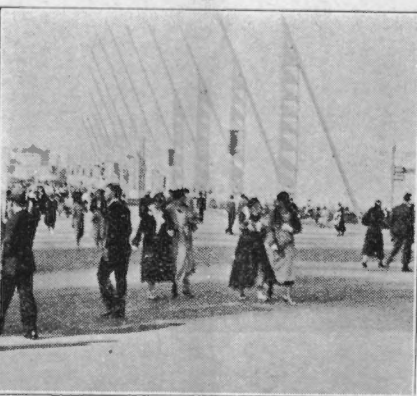
They are planning on a big dinner soon to raise more money.

We have purchased a piano and heater for our club rooms which improve the looks very much.

We enjoy our Safety First discussions. Our board members drew up by-laws, and after being read and voted upon for three meetings they were accepted by the club.

We are having a membership drive to attain more new members.

Our sewing committee is going to start sewing soon for the needy.



Avenue of Flags, Century of Progress, November 12, 1933

Its gates are closed, its halls deserted
Its flags are down

Its lights are blown
And all but these departed.

"Nation's Notables Confide in Eddie"

EDDIE is a "Red Cap" at Union Station, Chicago,—Chief Usher, his accredited title, and always friendly to the travelers who pass his way through Union Station from day to day. Recently Kay Hall writing in The Daily Times, Chicago, gave him the following story, to which his countless friends of The Milwaukee Road, employees and patrons alike, give a hearty hand:

"Eddie is a bank. Eddie is a checking room. Eddie is the rich man's pal, the poor man's friend. Eddie is a one-man Traveler's Aid society.

"Besides all that, Eddie's only job is chief usher at the Union Station. In the 20 years he has been there, he has become a by-word to the traveling public.

"In New York and Minneapolis they say: 'Well, you'll see Eddie tomorrow—give him my regards when you go through.' At directors' meetings and women's clubs, they say: 'See Eddie, he'll take care of you.'

"His name is Edward J. Galvin. He's 43, Irish, a bachelor, has silver grey hair, but a boyish, grinning face.

"Famous people wire him when they are arriving. They entrust him with confidential missions. Business men leave money with him to give to some other member of the family coming through later. Movie actresses say, 'I'm going where it's warm, Eddie—please keep my fur coat here until I get back.'

"When tragedy or romance is occurring and an entire family is on the move in different parts of the country they keep in touch with each other through Eddie.

All Alike to Eddie.

"'Rich travelers, poor travelers—they're all alike,' says Eddie, 'Nobody is quite himself when he is traveling and he's likely to slip up on details. They appreciate dependable service and personal help.'

"'People are usually under some strain when they go somewhere. Maybe a death in the family, maybe business trouble. Maybe a man is worried over leaving his family. They're all alike though. The little boy may grow up to be head of the corporation some day.'

"'Some puzzled woman may be the mother of a famous man and he would be tickled to death to know she was getting good attention. Society people, like everybody else, want to meet you as you are, with no camouflage stuff, just friendly help.'

"Mothers sending their daughters away to school wire Eddie to look after them while they're going through Chicago.

"In his office, the head 'red cap' has an autographed picture of Mme. Schumann-Heink: 'To E. J. Galvin—with all my heart—God bless you.'

Favorite Ways to Use Left-Overs

Creamed Chicken in Baskets. A dainty way of serving left-over chicken is this: Cut and dice two cups cold cooked chicken and heat in two cups white sauce seasoned with celery salt. Let stand in the sauce thirty minutes while preparing the baskets as follows: Add three tablespoons butter to three cups hot mashed potatoes, season with one teaspoon salt and add yolks of three eggs beaten slightly and enough milk to moisten. Shape in form of small baskets with a pastry bag and tube. Brush over with white of egg and brown in oven. Fill the baskets with the creamed chicken and form the handles of the baskets with parsley. One-fourth cup of fried sliced mushrooms may be added to the chicken if liked.

Luncheon Chicken. One slice of carrot cut in small pieces, one slice of onion, two tablespoons butter, two tablespoons flour, one cup chicken stock, salt, pepper. Cook the butter five minutes with the vegetables, add the flour and blend well, then pour over the chicken stock and cook until thickened. Strain and add one and one-half cups cold cooked chicken, diced. Season to taste. Turn on baking plate and sprinkle with cracker crumbs. Make four nests and into each slip an egg. Cover with crumbs and bake in a moderate oven until the whites of the eggs are firm. Left-over turkey or other fowl may be used in this way also.

Mock Terrapin. To one cup of white sauce add one and one-half cups cold cooked chicken or veal, yolk of two hard-boiled eggs chopped fine, and white of eggs chopped, salt and a dash of cayenne. Cook two minutes and add three tablespoons sherry wine.

Mixed Fowl. To one cup of cold roast fowl (chicken or turkey or game) cut in small dice add one cup bread crumbs. Make a gravy of two tablespoons butter, two tablespoons flour and one cup of stock obtained by boiling the bones and skin of the fowl. Season with salt, pepper and celery juice. Heat the meat and crumbs in the gravy and serve on squares of toast. Garnish with celery and olives.

Meat Cakes. One cup cold cooked chicken, turkey or veal, one tablespoon cream mixed together. Add one egg, beaten slightly, one-fourth teaspoon salt and dash of pepper. Shape in flat cakes, dip in egg and crumbs and saute in butter. Remove to platter and pour around one cup of white sauce seasoned with celery salt or diced celery. Serve very hot.

The Patterns

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

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

7402. Ladies' Dress. Designed in Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 3½ yards of 54 inch material or 4½ yards of 35 inch material. For belt, cuff facing and inserts of 35 inch contrasting material ½ yard will be required. Price 12c.

8046. A Popular Style. Designed in 6 Sizes: 14, 16, 18 and 20 with corresponding bust measure, 33½, 35, 36½ and 38, also in 40 and 42. Size 18 requires 3 yards of 54 inch material together with ¾ yard of 35 inch contrasting material. Price 12c.

8041. Ladies' Dress. Designed in Sizes: 34, 36, 38, 40 and 42. Size 38 requires 2½ yards of 54 inch material, together with ½ yard of 35 inch contrasting material. Price 12c.

8017. Ladies' Dress. Designed in Sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 4½ yards of 39 inch material. Price 12c.

8059. A Simple Blouse.

Designed in 6 Sizes: 14, 16, 18, 20 with corresponding bust measure, 33½, 35, 36½, 38, also 40 and 42. Size 18 requires 2½ yards of 39 inch material together with 30 inches of material 8 inches wide to line the tie ends of the yoke. Price 12c.

8052. School Frock.

Designed in Sizes: 8, 10, 12 and 14 years. Size 12 requires 2½ yards of 54 inch material, with ¾ yard of 35 inch contrasting material. Tie of ribbon requires ¾ yard. Price 12c.

7105. Girls' Dress.

Designed in Sizes: 6 mos.; 1, 2, 3 and 4 years. A 2 year size requires 1½ yards of 32 inch material. The bow of ribbon requires 1 yard. Price 12c.

7337. Nursery Tot.

Designed in One Size only. It requires ¾ yard of material 35 inches wide. The ribbon bow requires 1 yard ¾ inches wide. Price 12c.

7482. Ladies' Slip.

Designed in Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 2½ yards of 35 inch material. To trim as illustrated requires 1 1/6 yards of lace for the upper edge and 2½ yards for the lower edge. Shoulder straps of ribbon 1 yard. Price 12c.

Let Us Be Thankful

LET us be thankful, every day, for all things,
For life, beautiful friendships and love;
For this great land, its prairies, wooded hills and bubbling springs,
The sun, the moon, and starry firmament above.

Let us be thankful for glowing health,
For the tasks that come with each new day,

For the little pleasures which constitute real wealth;
The portion of sorrow, which, some time, must come our way.

Let us be thankful for each season gay,
Which brings its share of joy and pain;
For the Winter's snow, the Springtime's May,
The birds of Summer, its flowers and rain.

These things are sent in accordance with God's plan,
Deep-laid, mysterious, and purposeful,
For them, and all things sent to mortal man,
Again, we say, let us be thankful.

—Bernice R. M. Boland.



ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville
A. M. Dreyer.....Fullerton Avenue, Chicago
John T. Raymond.....Dispatcher, Marion, Iowa
Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
E. L. Sackey.....Care of Trainmaster, Dubuque, Iowa
M. G. Braheny.....Care of Superintendent, Mason City, Iowa
C. M. Gohman.....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.
Julia Barrows.....Care of Car Department, Milwaukee Shops
H. J. Montgomey.....Drafting Room, Milwaukee Shops
Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.

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

First District—D. & I. Div'n Notes

H. S.

DUE to getting the notes in to the Magazine too late for publication last month, we will have some old and new notes to read this time.

Not being able to secure a baseball game with the famous Iowa Division ball team this year, it looked as though we would not be able to have our annual charity game for the benefit of the Savanna Chapter of the Women's Club. However, during October we found we were fortunate to be able to secure a game with the famous Elgin Boosters—widely known on the D. & I. Division, anyway—and scheduled a game with them for Saturday, Oct. 7. The weather not permitting, the game was postponed until Saturday, Oct. 14, when the score read 9 to 0 in favor of the visitors. Although our pitcher is not a "pro"—we'll back him every time—and just because the score reads the way it does, doesn't mean it wasn't a good game for it was, and the D. & I. team hope to pay the Elgin Boosters back for the defeat—maybe next year. We appreciate their coming all this distance to help us out.

On October 1, the Division offices at Savanna were moved into their new quarters, after spending the past fifteen years in the Gydeson Hotel building. The interior of the new offices has been finished in buff with oak trim, with the private offices extending along the north side of the building and the main office facing the south platform of the depot with the dispatcher's office in the same place where the operators used to be many years ago when operators were employed in the ticket office at Savanna. The offices are all light and airy and the newness helps add to the pleasantness of "working on the railroad."

Receipts from the benefit baseball game held at Savanna Oct. 14 totaled \$38.15. We feel that this was very good considering the fact that the game had been postponed the week before and we did not have an opportunity to do much advertising. The money has been turned over to Savanna Chapter of the Women's Club to be used for relief purposes.

Roadmaster and Mrs. N. F. Kelsey, Savanna, are receiving congratulations on the arrival of a son, Thomas Mac, born at the City Hospital Nov. 9.

Congratulations are extended to Mr. and Mrs. Wm. Herlehy, Marquette, on the arrival of a baby girl at their home. Mr. Herlehy is assistant foreman in charge of track work with Foreman Mallas' gang, and was formerly extra gang timekeeper on the First District.

Sympathy is extended to the family of Brakeman Walter Winn account the death of Mr. Winn at his home in Chicago Oct. 18. Mr. Winn entered the employ of the railroad as a brakeman Jan. 21, 1925, and continued in that capacity until his death.

Sympathy is extended to Mr. and Mrs. Martin Smith and Carman and Mrs. David Raymond account the death of their son and brother, First District Brakeman George Smith, Nov. 6 at Savanna.

A number of former co-workers visited our new offices the past month—the Misses Clara and Delia Cush, Miss Crowley and Mr. Getz of the accounting bureau, Chicago, also former D&I, First District, Roadmaster Moberly.

More than 100 persons attended the first departmental meeting of the year sponsored by the Milwaukee Women's Club, held the evening of Nov. 13 in the Lydia T. Byram community house, with the Mechanical and Store Departments in charge. A "pot luck" supper was enjoyed at 6:30 p. m. followed by the business meeting, program and dancing. As usual the Mechanical and Store Departments proved themselves delightful hosts and the evening was a very enjoyable one. The next meeting and entertainment will be in charge of the Operating Department.

Miss Jeanne McGovern, daughter of L. L. McGovern, superintendent's office, Savanna, is visiting relatives in Denison, Ia.

Mr. and Mrs. Harvey Wilt of Glens Ferry, Idaho, visited a few days with Superintendent Donald and family, en route to their home after attending the World's Fair in Chicago. Mrs. Wilt is a sister of Mr. Donald.

Kansas City Terminals

S. M. C.

WE Missourians feel that those of us who went south or west to avoid winter weather have been fooled. No winter so far, in fact not even a killing frost until after November 1st. It looked like there wasn't going to be "frost on the pumpkins" in time for Thanksgiving. Pretty tough on the duck hunters.

Francis Baker, the basketball shooter of the local office, says the saying "Time will tell" is surely true. He was out to practice last week and said he had no idea muscles could be so sore. He believes he is getting old.

Hal Reed is the proud father of a new eight-pound boy. And you should see the grandfather (Frank Reed) strut. He is just about the proudest grandfather in Kansas City. One would think it was the first grandchild.

It's hard to please everyone. Schutte



Special Party From Morley-Murphy Company to Century of Progress, Leaving Green Bay, Wis. No. 10, October 15th

869 Sneezes

Ray.

WE DO hundreds of things each day in this fast living world of ours, but how many do we pick out and think about? Not many ever think about how many hundreds of different kinds of sneezes there are. Let me tell about some of the sneezes in 869. There is character behind every sneeze.

When Donald opens fire, he makes a face like the man on Smith Bros. cough-drop box, indicating—well, what do you think?

It is great to hear Millie do it—three times as a rule—then she pants for five minutes after. That means she holds her money, holds her man, is sorta shy, don't trust many.

Tony's sneeze is a wow; he picks his lungs and a few miscellaneous parts of his esophagus after it's all over. Exactly like him—when he does anything he does it; spends money, he does it, and so on.

It's great to see Mary after her face comes back to its natural shade. Mary blushes so cute, just like her personality, stern, timid, faithful.

Ducky Wookie in the breeze Holcomb snags 'em with his sneeze or sompin'.

We sure do pity the fella sitting in front of CRD sometimes. He scares all within hearing distance and sometimes scares only himself. Poor man, does it match up with him or does it?

Ever blow up a balloon and let the air out? That's just the way Abby's head acts; sorta holds it back, you know!

I'll bet you never heard a World's Fair sneeze. Well, Wheeler has one. The more you hear it and see it, the more you wonder just what it is all about. (Bye the bye, Wheeler's seen the Fair upside down, inside out, or what have you?)

Bob goes all over town shopping for this-and-a-that; quite right, he sneezes all over the place.

"When I feel good I feel good, and when I feel bad I feel bad, but when I sneeze," says Mr. Buchanan, "I feel terribly bad."

The papers! The papers, quick! Sure, all over the floor, that's Rose, and it's generally three times for good measure—they're dynamic, those sneezes.

There you have it! Everything a person does has some personality in back of it, whether it's tying your shoe strings or sneezing.

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

Nora B. Decco

CHRISTMAS time again and it doesn't seem to most of us that we have hardly had time to get our breath back since last Christmas; as for getting ready for another one, well, we are not over Thanksgiving yet, are we? Still, it's a pretty nice season at that and we wish all the other divisions a Merry Christmas again and a Happy New Year and trust the next will be even better than we imagine, and better than the past few have been.

First on the news notes is a surprise for most of us in the wedding on Nov. 4th at Ringling, Mont., of Miss Julia Green of that city and Henry Grant Sparks of Loweth. Mrs. Sparks has lived all her life near Loweth, where her mother owns a ranch, and after finishing school she spent several years in training at Helena, where she graduated as nurse in one of their largest hospitals. Mr. Sparks is chief substation operator at Loweth and well known on the division. We offer our very best wishes for much happiness to this popular young couple.

Operator Mellon has been displaced at Deer Lodge by Operator Smith on account of Drummond being closed.

Operator S. R. Snider at Butte GS office is taking a long lay-off and is relieved by Operator De Chant. Operator O'Boyle has also been doing extra work there, as has Operator Byrne from Belgrade.

Brakeman T. L. Burow and wife have

gone to Wisconsin to visit friends and relatives over the Thanksgiving holidays.

Operator Harrington has returned from a month's visit with relatives in Iowa and is now concerned with trying to explain why his sheep look different from his neighbor's, when they are all mixed up together on the high hills; same with his cattle, but they can be branded, and anyway they don't all look alike; but sheep—he would have a hard time explaining to me, too, I am afraid.

The Deer Lodge shops of the Milwaukee burned during the night of October 21st, and while it was a very serious and expensive fire, it was also a very lucky one, as much more might have been lost had there been a wind; but much was saved when the fire was got under control and we understand they will be rebuilt shortly, for which we are very glad, as this is a very important shop point and considerable repair work is being done there.

Brakeman Helman has been for a short time in a Seattle hospital, where he was operated on last week, and we hope will soon be back home and well again.

Engineer McKenna spent a few days last month at his mine near Missoula, where if nothing happens something is going to happen shortly, we understand. Engineer Shaw had his run during his absence and spent most of the time trying to make stops like Engineer Hamilton, but had to give it up; they all do.

There are quite a few of the brothers, armed with large and powerful guns, searching the highways and byways for deer, ducks, Chinese pheasants, or what have you, and some are lucky and some are—well, not so lucky. Ask me; I have got up before daylight for the last time, I hope, at least this fall, and what reward have I had, I ask you? Well, ask some of the other poor wives, they are wondering if their men folks do go hunting after all, or if they go some other place. Well, no, of course, they go hunting. One brought home two ducks and I heard in a round-about way one got a deer, but I have never seen anything of said deer yet.

Fireman Dickerson has returned to the Northern Montana after about two weeks on the extra board here. Also Engineer Brentnall has returned home after a few weeks working on the Northern Montana. Engineer M. F. Elliott also, and Engineer Tibbitts have gone over there to work, as well as has Engineer Butler.

Agent Ralph Kemberling and wife are spending the winter in Bozeman. They have moved there from Hilger, where they have been for some time. Agent Stephenson is relieving there.

Northern District Car Department

O. M. S.

M. R. F. J. SWANSON, retiring president of Northwest Carmen's Organization, read an interesting paper on train yard inspection, repairs and delays to freight and passenger trains at its monthly meeting, Minnesota Transfer Ry., on Nov. 6. Chief Clerk Walter Johnson and Einar Hauger attended the Iowa-Minnesota game, outfitted with doubledeck mitts, blankets and overshoes. A few days later General Car Foreman J. Hemsey was seen on the repair track in shirtsleeves and straw hat. We think the boys are just soft.

Art Schroeder from Milwaukee office made brief calls at our Minneapolis and St. Paul repair track Nov. 1.

G. A. Kemp, air brake supervisor, Milwaukee, visited Minneapolis on air brake matters during October.

E. F. Palmer, GCF, Green Bay, Wis., was shaking hands with Minneapolis shop employees last week.

From the light repair: John Flow was hunting pheasants—but we didn't see any pheasants. August Strom was fishing at Big Stone Lake and he always gets the limit. John Sharp, carman helper, is confined in hospital due to illness. Carmen Henning Swenson and Olaf Peterson are

back on the job following sickness at home. Leon M. Allan, our veteran wrecking engineer, recently completed forty years of service, starting with the company in August, 1893, and has never sustained an injury while on duty at the shops or as engineer with the wrecking outfit. An excellent record.

J. Hemsey, GCF, became so enthusiastic over Pitt-Minnesota football results he was ready to consider hiring the star halfback, Lund, to tackle job of bucking rivets on the first shift. As we are only working five days per week, Lund would still be available to play Saturday, Nov. 25, against Wisconsin.

This year Miss Ella Slegler was unable to shatter her previous endurance record of "staying it out 'til the snow falls" at her Lake Minnetonka home, finally moving into a nice warm apartment with hot water 'n everything.

Extra! Extra! As the "Royal Scot," England's finest train, passed South Minneapolis Shops Nov. 2 who should be sitting in one of its glass enclosed de luxe compartments but our own distinguished coach man (not footman), Mr. Tallasyn Hughes. He was on his way East—St. Paul and return.

Understand Mr. Buell also went to St. Paul the other day—account a coach riding hard.

Folks do tell us that "Duke" Hendrickson, Minneapolis coach yard, is still nursing bruises sustained Aug. 24 when the Light Repair All Stars defeated Olson's Invincibles—sliding to second when the pitcher was winding up. Of course, we overlooked the error, but the bruises are still sore. Suggest that "Duke" read up on the rules.

Fred Torning, St. Paul coach yard, has been quite ill but is now home from the hospital and getting along nicely.

Sorry to hear that George Van Etten, St. Paul coach yard, is ill in hospital and wish a speedy recovery for him.

From St. Paul repair track: Mr. and Mrs. Charles Anderson visited relatives at Cleveland, Ohio—a very enjoyable trip. Charles seems as rotund as ever and missed no meals.

Have a report that Ole Hanson had a habit of journeying to Montevideo week-ends, but as his alibi seemed plausible we thought nothing of it. Hope he corraled sufficient pheasants to make his opening hunting day a success.

Vincent Washburn, son of Foreman F. M. Washburn, was 13 years of age on Oct. 13, which was Friday, and 13 guests attended the party in his honor. No black cat crossed his path in the pale of the moon and as the party was a success he looks forward to nothing but good luck the coming year.



Celebrated Their 57th Anniversary

MR. AND MRS. JOHN WAGNER of the Northern District Car Department celebrated their 57th wedding anniversary on October 22nd. Mr. Wagner celebrated his 80th birthday also during the past year, and is still "in harness" and going strong. Mr. and Mrs. Wagner have five sons and five daughters, thirty-one grandchildren and thirteen great-grandchildren.

Iowa (East) Division

John T. Raymond

MR. AND **MRS. W. J. HOTCHKISS** of Marion were called to Hanover, Ill., on account of the serious illness of the father of Mr. Hotchkiss, his condition had not improved much up to Nov. 15th when this was written.

Delbert Devore passed away suddenly at his home at Cedar Rapids at 8:30 a. m., Sunday, October 29th. Funeral services were held at Cedar Rapids Tuesday. Burial was made in Cedar Memorial Park. He was a member of St. Paul's Methodist Church and of the Modern Woodmen of America.

Mr. Devore had been working faithfully as agent and operator for the Milwaukee Road for a number of years. Towards the latter part of his service he had been working extra with headquarters at Cedar Rapids. Mr. Devore was quite widely known and his death is deeply regretted by many friends. The Magazine extends sympathy to the bereaved family.

A claim prevention meeting was held at Cedar Rapids at 7:30 p. m. Nov. 7th, presided over by Supt. A. J. Elder, H. J. Murphey, secretary. Mr. Elder spoke of the necessity of the proper handling of all freight and emphasized the avoidance of rough handling.

Mr. Roy Dougherty and Mr. O. Stainer were present and made thorough and interesting talks on claim prevention, citing a number of concrete cases that had come under their observation. Mr. Dougherty referred to the good work that had been done in the way of reducing claims, especially for the past ten months, and urged a continuance of the vigilance being exercised to the end that a still further reduction may result. A number of the audience responded to the call by the chairman and gave many helpful suggestions for claim prevention.

The following station agents were present at the claim prevention meeting at Cedar Rapids Nov. 7th: J. L. Coffey and Otto Lamberton of Cedar Rapids; H. E. Ramsey, Oxford Junction; C. T. Rowe, Marion; H. L. Steen, Delmar; A. J. Campbell, Atkins; H. E. Carter, Olin; H. Seeger, Morley; L. J. Miller, Springfield; H. J. Peterson, Anamosa; O. H. Huyck, Newhall; Dana Bowen, Van Horne, and A. J. Hasse of Elberon.

Traveling Engineer H. S. Rowland from the S. C. & D. division, was present and made some very helpful suggestions. Among those present from Marion at the claim prevention meeting Nov. 7th were W. J. Hotchkiss, H. C. Van Wormer, Willis Jordan, George Barnoske, L. M. Farley, E. McGuire, L. R. Lange and O. J. Fohey.

The following from Marion were visitors at the Century of Progress since Oct. 14th: Mr. and Mrs. J. B. Fosdick and daughter, Miss Zita McGuire, Mr. and Mrs. Gerald Gordan and daughter Muriel, Mr. and Mrs. C. T. Rowe, Miss Frances De Long, Mr. and Mrs. F. J. Cleveland, Miss Ruth Merrill, Miss Ruby Neff, Mrs. J. G. Standish, Mrs. A. G. Vaughn, Miss Virginia Vaughn, Miss Catherine Sinclair, and Frank Higgins and family.

Mr. and Mrs. George A. Kindler of Marion celebrated their fifty-fourth anniversary in the home which they built forty-five years ago. Mr. Kindler gave efficient service in the car department, where he served for a long period of time and from which he retired several years ago. He is a member of the Milwaukee Veterans' Association.

Wilder Bell, of Washington, Ia., accompanied the remains of his mother, Mrs. Mary Jane Bell, to Marion Nov. 8th, where funeral services were held. Interment was made in Marion.

Agent John Maloney of Sabula was quite ill for several days early in November but is up and around again, with Russell Tarr as a "right hand bower."

Loco. Engr. A. W. Morgan of Perry visited at Marion with his daughter the latter part of October en route to the Washington Boulevard Hospital, Chicago,

for eye treatment.

Mr. and Mrs. Harry Munson and their children of Ottumwa visited in Marion the latter part of October with Mrs. Munson's mother. They spent a few days here and went to Denver, Colo., for a brief visit, leaving the children with their grandmother until they returned.

Agent J. R. Harding of Hawkeye was off several days early in November. Bruce Devore relieving.

Condr. Ben Bulkley was in Chicago for a week the latter part of October, taking in the sights at A Century of Progress. Condr. W. I. Farrell relieving on the Calmar Line passenger.

Condr. W. L. Hyde has been on the sick list since October 21st. Condr. W. P. Kelly relieving on Nos. 3 and 4 between Marion and Chicago.

Condr. Charlie Rollins has bid in the Calmar Line wayfreight made vacant by the death of Wes Pulley. Brakeman L. E. Pockosh bid in the braking job on this line made vacant by Mr. Rollins.

Passenger Brakeman Louis E. Mathes was laid up for nearly two weeks with a sprained ankle. Fortunately the accident occurred while Louie was off duty.

Condr. J. L. Roberts and wife left Marion on November 8th for a trip to Texas, where they will visit for a couple of weeks.

Mr. Richard Carney, for 19 years a switchman in Cedar Rapids yard, passed away October 30th as a result of a cancer. Mr. Carney was 63 years of age and leaves a widow and one son. The Magazine extends deepest sympathy to the surviving members of the family.

Engineers Mike Curran, G. W. McElwain and George Schrimper are off on account of sickness.

Engr. L. C. Low and wife have gone to California to spend the winter. Engr. Robt. Strayer is on Mr. Low's run on the Cedar Rapids-Calmar motor car.

Engr. G. W. McRae has taken the middle division wayfreight left vacant by Engr. Strayer.

The New Hub of the I. & D.

Wm. Lagan

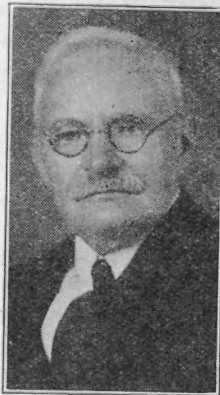
CHRIS OLSEN, section foreman, Hawarden, Ia., has been able to return to work after quite a long illness.

Fifty Years in Service

MR. M. P. SCHMIDT, now assistant car foreman at Council Bluffs, Ia., rounded out fifty years of service with "The Milwaukee" in March of this year.

He started to work as car repairer at Cedar Rapids in 1883, thence being transferred to Van Horne, Ia., and Council Bluffs in 1888 as car foreman and later as general car foreman. The handling of interchange of cars at Council Bluffs did not suit him, therefore he conceived the idea of holding periodical meetings with the car foremen of neighboring lines who were involved in interchange at Council Bluffs to discuss their various problems. The plan worked out so well that in 1901 Mr. Schmidt founded what was then and is still known as the Car Foremen's Association of Omaha, Council Bluffs and South Omaha Interchange. By such cooperation the movement of cars in interchange was speeded up.

Mr. Schmidt, despite his age of 76, is still very active in the affairs of the association as well as on the railroad, and a large portion if not all of the credit for the present-day smooth operation at Council Bluffs is due Mr. Schmidt.



M. P. Schmidt

Roy Goodell, agent, Hudson, S. D., enjoyed a visit at the Century of Progress recently.

Chas. Alexander has displaced Murray Burrell on the Mitchell to Canton run. Mr. Burrell is now on the Wessington Springs to Sioux Falls run.

Operator Gene Lovejoy of Sioux Falls spent Sunday, Oct. 15th, hunting pheasants at Forestburg, S. D. Gene returned with the limit as usual.

Switchman Ray Hunter and Mrs. Hunter spent a few days visiting their daughter in Sioux City.

Operator C. C. Smith of Sioux City is visiting friends in Mankato, Minn. He intends to go to the Black Hills later to visit relatives.

F. M. Henderson and P. V. Larson, switchmen at Sioux Falls, and Murray Burrell, conductor, Sioux City, Ia., are some of the employees who recently secured round-trip business from Sioux Falls to Chicago.

One of the heaviest movements of stone from Dell Rapids, S. D., in years has resulted in much increased business on the North End. Agent Ed Doering at Dell Rapids has been kept very busy and has been assisted by P. P. Sands, agent at Trent.

Mr. M. M. Wolverton, newly appointed D. F. and P. A. of Sioux City, has made many business calls over the division since his appointment. We wish Mr. Wolverton every success in his new position and are glad to welcome him to this division.

Conductor Burt Small spent a few days at the World's Fair recently.

Mr. F. R. Doud, Mr. H. C. Snow and Mr. S. F. Philpot attended the Iowa-Wisconsin football game at Iowa City October 22nd.

General Yardmaster E. O. Eckert of Sioux City has returned from a vacation spent in Old Mexico. Ed reports a most enjoyable trip.

Brakeman Harold Peters, commander of the Sioux Falls Post of the Veterans of Foreign Wars, went by plane to Sioux City to escort the national commander to Sioux Falls, where he will inspect the local post.

C. C. Smith is visiting relatives at Spears fish, S. D. Chester reports he is having a nice time in the hills.

J. M. Murphy, roadmaster at Sioux Falls, S. D., secured forty-five memberships for the Women's Club at Sioux Falls. Jerry is to be congratulated on such a fine record. He says that it's a good way to keep in the good graces of the ladies.

The Milwaukee Road has made its usual fine record in conducting the university football team on their trips around the country. The university officials report the usual excellent service and courtesy shown them by our employees.

The Milwaukee Women's Club held a district meeting at Sioux Falls, November 6th. About a hundred officers and members were in attendance. The visiting ladies were guests of the Sioux Falls Chapter at a luncheon at the Carpenter Hotel. Many interesting talks were given and a most enjoyable time is reported. Miss Corinne Montez of Mason City, a guest of Mrs. W. F. Ingraham, and Mrs. John Bell of Sioux Falls entertained with some delightful musical numbers.

Captain S. B. McCauley of Sioux City attended the Veterans of Foreign Wars meeting in Sioux Falls, November 14th.

LaCrosse and River Division

Eileen

THE SIX SHOTS

The first to come is the **BIG SHOT**. He is supreme over the other five. His word is law and he never side steps.

Next is the **LITTLE SHOT**. He hustles and marks time until he will take the **BIG SHOT'S** place. He hasn't much to say.

Then comes the **HOT SHOT**. He rambles keeps on the jump and always reaches port—he never quits.

The **SURE SHOT** takes no chances. He

abides by the laws of gravity and the stars and never fails to reach his objective.

The **SLOW SHOT** gets nowhere. He is content to do what the other shots order him to do.

The **HALF SHOT** sometimes shows amazing ability but only for the time being. He loses out in the long run.

On November 3, 1881, Engineer Geo. Behm made his first trip railroading, working as a brakeman. The train left Milwaukee at 9 p. m. and arrived at Portage at 7 p. m. the following day. Conductor William Kittredge had charge of the train and Walter Leland was the engineer.

Announcement is made of the marriage of Miss Lorraine Freeman to Mr. R. G. Dalton in Beaver Dam October 18, 1933. Mr. and Mrs. Dalton are now at home to their friends.

In Milwaukee recently at the intersection of Third street and Wisconsin avenue there stood a brainy Scot waiting for the traffic jam when a big truck whizzed by and gave him a jar.

Brakeman Elmer Wright and wife are responsible for having worked up a party of eighteen people going from Pewaukee to Chicago to attend the World's Fair. The party was handled on No. 16 and returned from Chicago on No. 15. Fine work and it is greatly appreciated.

We regret to chronicle the death of Mrs. Rachel Lawrence, mother of Harry Lawrence, on November 5th, at the home of her daughter in Minneapolis. Mrs. Lawrence was 74 years of age and is survived by two sons, one daughter and two grandchildren. Interment took place on November 9th at St. Peter, Minn.

Another of our veterans, Mr. Henry Nein, passed away at his home in La Crosse on November 12th at the age of 73. Funeral services were held Wednesday, November 15th, with burial in Oak Grove Cemetery.

S. C. D. Office

J. B.

WE extend our sincerest sympathy to Mr. Hennessey in the loss of his wife, who passed away November 6th, and to Dick Severson in the loss of his father, who passed away in Pierpont, S. D., Oct. 22nd.

Anyone wishing the latest in waist reducing exercises please ask Steve Filut. He spends a little time each noon hour practicing what he preaches.

This is the month that Santa comes sliding down the chimney with his pack of good things for all of us, and before he arrives I wish to say "A very Merry Christmas and a Happy New Year, too, good cheer, good luck and happiness I wish to all of you."

Iowa (Middle and West) Division

Ruby Eckman

SUNDAY, Nov. 12th, the death of H. P. Ward occurred at the family home in Perry. Harry, as he was known to his many friends, was for many years a conductor on the middle division. Of late years he has been in the insurance business in Perry. He was 87 years of age and death followed an illness of four years, the last two years he having been confined to his home.

On November 7th the death of Engineer Morgan J. Hildrith removed from the ranks one of the veterans in service. Mr. Hildrith retired from service a few years ago, following an accident when he was struck by an automobile and badly injured. Burial was made at Perry.

Mr. and Mrs. John Harrison were called upon to mourn the death of an infant daughter November 9th. John is employed at the Perry round house.

Earl, Jr., is what Mr. and Mrs. Earl Lane call their new son. The boy was born Oct. 27th and weighed 7½ pounds. The fond father is in charge of one of the clamshells on the division.

Howard Keith Hull, weight eight pounds, was born October 25th to Mr. and Mrs. Harry Hull. Harry is a pipe fitter at the round house in Perry and the boy will be a railroad man.

Signal Maintainer Walter Ivey's daughter submitted to a major thyroid operation the latter part of October at a hospital in Chicago. Her mother was with her for a few days.

Conductor Frank Johnson's wife was in a Des Moines hospital in October for an operation on her throat.

Mrs. John Rolleston went east the latter part of October to attend the wedding of her son, William, which occurred at Bridgeton, N. J. William is employed at Mt. Vernon, N. Y., and will make that place his home.

H. G. Pulliam of the Perry round house force had the misfortune to lose \$70 while on a trip west to visit relatives and friends. He does not know whether it was lost from his pocket or whether he had his pocket picked.

November 3rd Engineer D. Jones rounded out fifty years of service for the Milwaukee company.

The Milwaukee is represented this season by two teams in the bowling league at Perry. One team is made up of members of the mechanical department and the other team, captained by H. R. Meyer, is called the Milwaukee Store Department team. They were matched for a game the forepart of November, with the store department team being the winners.

H. H. Jacobs of the Des Moines office was off duty the forepart of November on account of the death of his father. A. C. Jacobs, a brother of the deceased, was also off for the funeral.

The Milwaukee was well represented in Northern Iowa during the open pheasant season in November.

Each Saturday morning there is a free show given at the Des Moines theater and those taking part are generally children who have some special talent. November 11th a dancing team, Frank Hoes, Jr., and Paul Slater, sons of two Milwaukee employees, were on the program. The programs are broadcast over station WHO and the Perry boys made such a hit they were asked to appear again.

Mrs. W. F. Thompson and daughter, Margaret; Mrs. C. C. Marchant and daughter, Mary; Mrs. Thomas Beatty and Mrs. Dave Cunningham represented the Perry Chapter of the Women's Club at their meeting in Chicago, November 4th, and all stayed over the next day and attended the Century of Progress. All report a good time.

Conductor and Mrs. Homer Johnson have a new son-in-law, as their daughter, Katherine, was married October 7th to Hayward Eli West at San Pedro, Calif. The young people will make their home in San Pedro.

Twins were born to Brakeman Albert Smithson and wife October 31st. The daughter was named Gloria Dean. The little brother lived but a few hours.

Malcolm Nelson, the clamshell operator at Perry, had to do his own cooking for a few days the forepart of November as Mrs. Nelson went to their old home at Sioux City to spend a few days with her former neighbors and friends.

Rex Hall, son of Mrs. C. C. Marchant, is now a member of Uncle Sam's navy. Rex took the examination shortly after graduating from Perry high school and passed with high grades but had to wait until the middle of October for his call as the Iowa quota was filled for the preceding months. Rex went to San Diego, Calif.

For the twenty-first consecutive year the Iowa Middle and West Division correspondent extends the season's greetings to those who read the Iowa division news.

FOUR BIG ROADS CAST VOTES FOR "BEST SMOKE"

Edgeworth Wins By Big Majority

The middle western shops and terminals of four big roads took a vote on smoking tobacco. "What is your favorite brand?" each pipe smoker was asked. All leading brands and several little known tobaccos were mentioned. There was plenty of competition! Yet one brand received so many more votes than all others (in some cases more votes than all others combined!) that it soon became known as "the railroad man's tobacco." That was Edgeworth. The following table shows the results of the "best smoke" vote.

PIPE SMOKERS	EDGEWORTH VOTES
1st Road 46	35 (76%)
2nd Road 191	128 (67%)
3rd Road 141	68 (48%)
4th Road 344	118 (34%)

Railroad men stated they wanted a mild, yet flavorful, tobacco. Edgeworth is a blend of only the tenderest leaves of the burley plant. Tobacconists say these leaves have the choicest flavor, and that in them is found the "mildest pipe tobacco that grows."

If you are not already an Edgeworth smoker, try it next time. Ask for Edgeworth Ready-Rubbed, or Edgeworth in Slice form. Sold everywhere. It comes in all sizes from 15¢ pocket package to pound humidor tin. Also sizes in vacuum packed tins. It is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, of Richmond, Virginia.

EDGEWORTH
MADE FROM THE
Mildest pipe tobacco
THAT GROWS

Michael Sol Collection

Notes from Spokane and the Coast Division, East R. R. T.

THE winter camps of the Civilian Conservation Corps which have been established along our line between St. Marie's and Avery will mean quite a little business for us during the winter months. They are like so many small villages—and not so very small, either, as any one would agree who had seen them; each one contains a surprising number of good buildings, though of temporary construction, and the boys in the camps will be well taken care of during the winter. Where these particular camps are located there is no other way to get in or out except by railroad, and all supplies must come in that way. For this reason it has been found advisable to establish wayfreight service daily in both directions between Spokane, the base of supplies, and Avery. Conductors Louisell and McAuley have these runs for the present. A daily passenger train has also been put into service between St. Marie's and Avery to relieve the through trains of the heavy passenger business which develops from these camps. Conductor McGee has gone on this run. Conductor Duell has gone on the Spokane-Marengo run where there is less freight to handle.

"Bill" Keenan, warehouse foreman at Spokane, went to Seattle the other evening for a week-end visit. The company would do well to bribe Bill to stay at home, for it is well known around here that every time Bill goes on a trip or meets a train, the train is late. This particular occasion was no exception, the train being two hours late due to a rock slide in the mountains.

W. W. Ellis, night car clerk at the Spokane freight office, and Mrs. Ellis were recent Sunday visitors at St. Maries, their former home, where they have a married daughter living.

An accumulation of work at the Spokane freight office procured authority for Mr. Cutler, agent there, to put on an extra clerk for a month. Don Hays, well and favorably known to all the Spokane force, is on the temporary job, having relinquished in its favor a position he had bid in at Seattle.

Joe James, foreman of the second shift yard engine at Spokane, had to take a day off recently in order to do the heavy lifting while the James family moved to a new home somewhat nearer to the yards. For a few days he had large opportunities to exercise his housekeeping talents in getting the new home properly arranged, Mrs. James being away all day on her duties at St. Luke's Hospital.

The many friends of Engineer Jimmie Marré of Spokane and Cle Elum will be pleased to learn of the rumor that after years of effort he has succeeded in having his running rights restored and that he is now making student trips in order to recover his familiarity with the line, preparatory to resuming work.

Pending definite assignment the new passenger run between St. Marie's and Avery is being held by Engineer John Berg and Fireman Williams, while the extended run between Spokane and Avery is being held by the old engine crews, Engineer L. J. Dulik and Fireman James McBride, and Engineer C. A. Clark and Fireman Robert Nelson.

John Stiltz, member of the second shift yard engine at Spokane, recently underwent a painful operation for sinus trouble. We are glad to report that he made a quick recovery and is back at work feeling much relieved.

Roundhouse Laborer John Qualey of Spokane is off on a brief vacation to visit the Chicago Fair.

Jess Jones of the second shift switch crew at Spokane, who owns a wilderness home at Lake Sullivan, near Metaline Falls, has been off for a week at this writing in pursuit of his annual deer. As he vowed not to return without the buck we infer that he has not had success so far. We

CLAIM PREVENTION
A PLAN
WHEREBY
INFORMATION AS
TO THE
PROPER METHODS
OF
HANDLING
FREIGHT TRAFFIC
BOTH
CARLOAD AND LCL
IS
DISSEMINATED
TO
RAILROAD
AND
SHIPPERS'
EMPLOYEES
WITH THE
VIEW
TO
ELIMINATING
WASTE

are all prepared to hear some weird tales of wilderness life when he gets back.

Fireman Joseph Clark, on passenger runs out of Spokane, has just returned from a visit to the Chicago Fair and to relatives in St. Louis and vicinity. Fireman J. C. Paris served in his place in the meanwhile.

F. J. Socwell is relieving A. J. White as agent at Ione while Mr. White is out after deer. The mountains and woods around here will be good places to stay away from until the season is over. While Mr. Socwell is at Ione A. A. Blond relieved him as operator at Manito.

Engineer W. S. Clinton of the Pease d'Oreille line passenger run is also off duty hunting for a buck. A big venison dinner has been promised to the Spokane roundhouse force and they are smacking their lips in pleased anticipation.

M. C. Helmer, who has been away on mining explorations in Colorado, has returned to work on his regular position as operator at Coeur d'Alene. We have not heard whether he struck it rich or not, here's wishing him luck. J. A. Stevenson, who relieved him at Coeur d'Alene in the meanwhile, has returned to his regular position as custodian at Warden.

Agent J. H. Vassey of Neppel is off for a few days for a physical examination and a brief visit in Spokane.

The roundhouse force at Spokane, under the direction of Mr. Smith, the genial foreman, and assisted by Section Foreman Pat Costello and his crew, have been busily engaged during their few leisure minutes in tearing out the old woodblock floor of the roundhouse and replacing it with a new floor of shale, which will make a good floor when packed.

P. H. Murnane is temporarily relieving A. A. Blond as third trick operator at Othello.

While W. A. Horn is acting as agent at Malden, T. W. Threlkeld is relieving him as agent at Othello.

Milwaukee Terminals

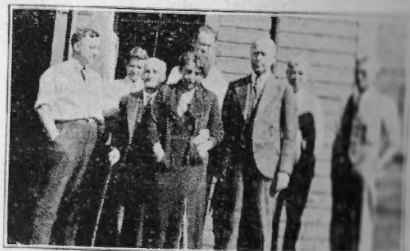
M. H.

ON October 15th occurred the death of Engineer Joseph E. Roberts at his home, 546 North 15th Street. He was born at Delafield, Wisconsin, 77 years ago and entered the service of the Milwaukee Road June 7th, 1881, as Fireman, being promoted to Engineer in September, 1887. In 1900 he was appointed Chief Dispatcher at Milwaukee Shops and held this position for seven years. For the past two years he has been in failing health and for the last month was confined to his home. When the Veteran Employees Ass'n was organized he was a booster and for years a member of the Executive Committee. He was active in Masonic Lodges. The funeral October 17th, was from the Thomas, Jones & Olsen funeral home and was conducted by Independence Lodge No. 80, F. & A. M. Interment, Forest Home cemetery. To his family the Milwaukee family extend their sympathy.

It is reported at the Roundhouse that wedding bells will ring soon for Edward (Micky) Burns, machinist and assistant inspector at the Chateau. This means that Murphy will lose a girl and some change. Congratulations, Edward, from the Milwaukee family.

Yardman Harry Walton was a visitor on the Richland Center branch October 14th and 29th.

Engineer Walter Baumgart was driving



Tacoma Store Department Force

with his Ford out on Highway 100 October 17th, and was requested by a motorist with an Illinois license whom he had delayed, to buy a horse. Walter is at the Stock Yards every time a car of horses arrives, trying to trade his gas wagon for one, and he says he can't get beat in the trade.

Chief Dispatcher Roy Daly has some gas to sell. He bought a ticket for a raffle on a boat thinking it was a motorboat. He picked the lucky number and was delivered a fine hand carved model of a sailing ship.

Conductor John H. Cavey had a picture taken at the Century of Progress which he visited October 17th. As he cannot use this on The Southwest Limited we are advised he intends to give it to the State Historical Museum at Madison.

Engineer Guy W. Rhoda left for Boston November 11th, for some Boston baked beans, and to visit relatives on Thanksgiving day.

Dispatcher Michael O'Brien is sick at his home on West Pierce Street and would be pleased to have some of the boys visit him.

Dispatchers John Johnson and Patrick McGann intend to spend the winter months in Cuba, if they stop shooting over there long enough so that they can land.

At a meeting of the Milwaukee Shops Golf Club November 6th, Yardman Fred Weber was elected President in place of Dispatcher P. L. Callahan, resigned. Yardman Thomas Marshall and Inspector Edward Havey were elected to the Board of Trustees.

We are glad to see Steamfitter James Rogers back on the job after his vacation of a month in New York.

Machinist Helper Robert Fenner has a new truck which he is driving with short hauls at West Allis. He says he will never take any business away from the C. M. St. P. & P. Ry.

Engineer Daniel M. Falvey of the Chicago & Northwestern Ry., died at Madison, Wisconsin, October 10th. He was on a run between Lancaster and Madison, but had previously run into Milwaukee where he was well known by the Milwaukee Road employes. Funeral and interment at Baraboo, October 12th.

Here is wishing you all a Merry Christmas and Happy New Year.

West End Trans-Missouri Division

R. K. B.

NO sooner had it been announced that the Century of Progress in Chicago would continue until November 12th than Wire Chief W. J. Dougherty suddenly remembered he hadn't seen it yet, and betook himself thenceward. All trains are being watched for his return.

Mildred Webber, stenographer in the traffic office, has just returned from a very enjoyable vacation spent in California, and on the way stopped off to see the Grand Canyon. She reports favorably on the California climate.

And speaking of climate I am half in the notion of writing a little rhapsody about the spring weather we have been having in this territory, since the last little flurry of snow. Even the squirrels haven't holed up yet for the winter. Have a notion I am going to get quite a kick out of this about the time the magazine comes out, because about that time there will probably be fifty or sixty blizzards howling about our ears.

Since the time this column was last represented there have been a few changes in the location of clerks. Shorty Rogers, so long a fixture of the dispatcher's office, is learning about the coal business in Round-up, and Anne Butcher, who was bumped out of the freight office is now in the dispatcher's office.

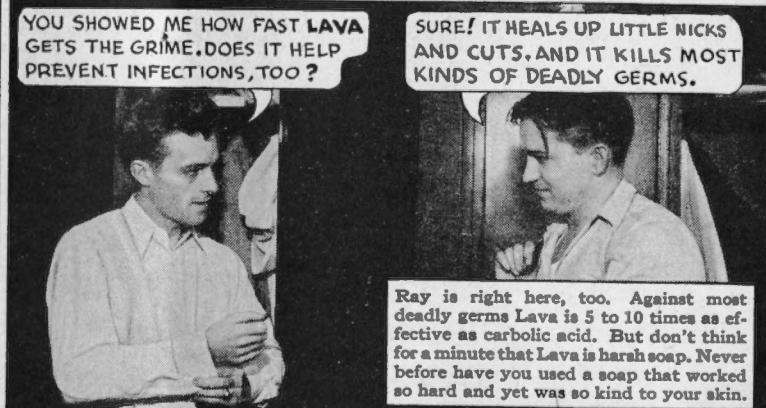
E. A. Meyer, Manager of the Safety and Fuel Departments, was a visitor on the division the latter part of October, at which time he attended the monthly staff meeting at Miles City.

Movement of sugar beets from the irrigated district west of Miles City has been holding up very well, and will very likely

Nick Campbell learns that LAVA SOAP gets grime off fast ... helps prevent hand infections

A LAVA SOAP MOVIE WITH REAL PEOPLE

Actors: Nick Campbell, Chief Electrician, Chicago Central Station, Illinois Central R. R.; Ray Adams, Asst. Chief Electrician; Mrs. Nicholas Campbell.



Here's how Lava works. Thick, heavy lather and fine, powdery pumice team together to get even ground-in grease from around knuckles and nails in less than a minute. Soothing oils and glycerine protect the skin. Lava works well in any water—hot or cold, hard or soft. Get Lava today.



GETS THE DIRT... PROTECTS THE SKIN

A Procter & Gamble Product

Michael Sol Collection

show an increase in tonnage over last year, due to increased acreage planted this year. Another commodity on which we are receiving a good deal of revenue from this district this year is alfalfa seed, which is being shipped out to the east.

Miss Florence Hall of Tacoma visited the H. J. McMahon family the first week in November. Florence used to be Mac's steno.

We were sorry to hear of the illness of Earl Mueller, son of Engineer W. F. Mueller, who is confined in the Miles City Hospital for treatment. Sincere wishes are extended for his prompt recovery.

The movement of stock from this territory is just about coming to a close and ends a very successful season in the handling of livestock under the new one-feed fast schedules to the markets.

DELICACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS

To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.

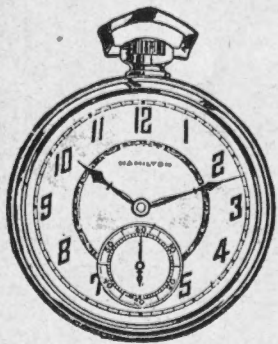
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Supplying Hotels, Restaurants and Clubs
Our Specialty
Phones Roosevelt 1903, all departments

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CHICAGO

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Official Watch
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The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

Dubuque-Illinois Division, Second District

E. L. S.

R. SCHRADER, passenger brakeman, has recently returned to his job on Nos. 4 and 9 after having been absent over a month due to having submitted to a major operation, and we are pleased that he has completely recovered.

Otto Rampson, dispatcher, purchased a brand new Oldsmobile sedan which surely is a beauty.

Dubuque Chapter of The Milwaukee Railroad Women's Club celebrated the formal opening of its new club rooms over the depot at 4th street on Oct. 16 with a program at 8 p. m. at which they had as their guests Mrs. C. Kendall, vice-president general; Miss Etta Lindskog, secretary general, and Mrs. E. A. Meyer, head of the safety committee and a former past president of Dubuque Chapter, who is now residing in Chicago. Also had as their guests the shopmen and others who repaired and did much to beautify the rooms for our occupancy. There was a large turnout of employees and their families from all branches of service, and it is expected to have many such get-together meetings at which not only members are invited but any of our unemployed who are interested in the club's welfare.

A consolidated meeting, claim prevention, safety first, traffic-operating, fire prevention and fuel conservation, was held in the rooms of the Women's Club, Dubuque, on Oct. 11 at which there was a very fine attendance, and at which Mr. Ennis, supervisor of claim prevention, and E. A. Meyer, manager of safety department and fuel conservation department, Chicago, gave instructive talks on their respective subjects. Yardmaster E. G. Kieseles and wife attended the national convention of the American Legion at Chicago the fore part of October.

We were pleased to have Lloyd Moore, perishable inspector, Savanna, a visitor at Dubuque shops during October, while he was spending part of his vacation at Dubuque with his mother and other relatives.

C. E. Whitt, time inspector, was in Dubuque during week of Oct. 25.

A very sudden and unexpected death occurred at La Crosse Oct. 20 when Engineer Ed. Horning, Sr., passed away at his home due to heart disease. Mr. Horning was an engineer on this division since 1900 and started in service as a fireman Dec. 9, 1891. His many friends on this division and employees will miss him as he was always pleasant and agreeable to work with. Mr. Horning was known as "Dad" Horning on the railroad. Sincere sympathy

is extended to his widow, his son, Edward F., also an engineer on the Dubuque Division, and other relatives. Funeral services, conducted at Dubuque on Oct. 24 and interment made at Linwood cemetery, Dubuque.

The family of Lineman L. Mathews recently moved to Dubuque from Chillicothe, Mo., and we welcome them in our midst.

Conductor P. J. Handley is on the sick list and we hope for a speedy recovery.

Engineer John Karsch was married to Hilda Karsch during October. Best wishes extended.

Report has it that Merrill Pregler believes that in order to get anywhere he should bet on Iowa. For further particulars and dope write him in care of the division freight and passenger agent, Dubuque. (Contributed)

William Keefe, Jr., has been a student at St. Berchman's Academy at Marion since September.

Ellsworth Parnell, son of Conductor L. M. Parnell, has been attending school at Ann Arbor, Mich., since the opening of the school latter part of September.

Mary Alice McGough, daughter of Roundhouse Foreman Pat McGough, has been attending Clarke College at Dubuque. Mary Alice, by the way, is also a dancer and gave a very nice demonstration of her dancing at the club program Oct. 16.

El. W. Christ, who has been agent at Mabel, Minn., for quite a few months, returned to his old job at Turkey River recently. S. McClave, agent at Gordon Ferry for many years, was transferred to Mabel, Minn.; T. E. Marshall, from Turkey River to Osterdock; V. G. Drumb, from Osterdock to Clayton, and J. E. Kretz, from Brownsville (which station has been closed) to Gordons Ferry.

Agent El. Hurley, La Crescent, left Nov. 2 for a trip on personal business through Minnesota and the Dakotas and is being relieved by A. F. Mullane.

On the 9th day of September, Alexander Helms, engineer on time freights Nos. 365 and 368 running out of Ladd and Beloit on Milwaukee Division, 2nd District, was taken off his run with a severe attack of erysipelas. He was confined to his home at Rockford, Ill., for about five weeks. He is now back on his run again. Mr. Helms is a veteran engineer on the road, having started railroading in 1882 on the old Wisconsin Central. There may be many associates of his glad to know of his recovery again. Mr. Helms has worked on the Wisconsin Valley, Prairie du Chien and the Northern divisions.

Frank Taylor is at present employed as an inspector of cars at Dubuque shops.

F. A. Shoulty, formerly car foreman at Dubuque shops, now at Western Avenue, was a visitor at Dubuque shops Sunday, Oct. 29. Mr. and Mrs. Shoulty were guests at the home of Yardmaster Kieseles.

Twin City Terminals

Leda Mars

FRANK J. PEEL was born July 16, 1869, at Mankato, Minn., and moved with his family to Minneapolis in the early '80s.

In 1886, at the age of 17, Mr. Peel entered the service of the Milwaukee Railroad as messenger, subsequent to which he served in various clerical positions, including assistant cashier, which position he held at the time of his death.

Mr. Peel was stricken at his desk at 8 a. m., Tuesday, Nov. 7, of cerebral hemorrhage and was rushed to the hospital, where he died November 9.

Funeral services were conducted under Masonic auspices at Lakewood Cemetery on Monday, November 13.

Mr. Peel is survived by his wife, two sons and one daughter, to whom the sympathy of the Milwaukee family is extended.

We were sorry to hear about the sudden death of the father of Henry Rudd, of the local freight. Sympathy is extended to the family by his friends and co-workers.

Mr. H. E. Brock was ill for some time

and in infection in his right hand but as fully recovered.

Just recently learned of the marriage of Curtis Burns, formerly of the local freight, and Miss Jeanette McConnon. The marriage took place at Hudson, Wis., on October 27, 1933. We all wish them much happiness.

Miss Jennie Goss, steno in the cashier's office, attended the Minnesota-Iowa game. Although Jennie was formerly from Iowa, she should be an ardent Minnesota fan and root for the better team.

The cream of the accounting department attended the Minnesota-Iowa game.

Carl Holmgren and party were quite ritzy—the girls sporting corsage bouquets. After the game, understand Ronnie Evenson and a party of friends attended a night club in celebration of Minnesota's victory. We are wondering if Ronnie finally decided he had an overcoat to wear home.

Miss Elizabeth Hessburg, of the local freight, spent a few days at Shell Lake on her vacation.

Kansas City Division

K. M. A.

MR. AND MRS. H. C. MUNSON were on a vacation in October during which time they attended the homecoming game at Iowa City and visited in Salt Lake City, Utah, and Denver, Colo.

Neil Bowen and sister, Miss Pansler, visited for two weeks during October in Chicago, Savanna and Des Moines.

Roadmaster A. C. Tubaugh spent the third week of October at the Century of Progress. He made a recent short visit to Ottumwa to attend a Safety First meeting, and we hope he will not forget his promise to gather in the persimmons and send the usual contribution to the employees in the office of the superintendent.

Mrs. J. W. Sowder, president of the Ottumwa Council of Parents and Teachers, represented the council at the sixteenth annual convention held in Hotel Tallcorn in Marshalltown during October.

Conductor F. H. Hahn is recovering from injuries sustained some time ago. We hope he will soon be able to return to his duties as conductor on trains Nos. 3 and 8.

John McEwen and wife passed through Ottumwa recently en route from the hospital in Kirksville, Mo., to Hayesville. Mr. McEwen had been a patient in the hospital for a period of three months. He is greatly improved but not able to resume his duties as agent at Hayesville. It is hoped he will soon be able to be back on the job.

Death has visited in the homes of several of our Milwaukee families recently: Frank Vaughan, for many years an employee in the mechanical department, died on Tuesday afternoon, October 31, at his home in Ottumwa. Funeral services and burial took place in Ottumwa. Services at the cemetery were conducted by both the Masonic lodge and the American Legion.

Roscoe V. Smith, better known as "Riley," died at noon on Saturday, October 31, at his residence following a lingering illness. He entered the service as a brakeman on October 26, 1922. Funeral services and burial in Ottumwa.

The death of Mrs. Guyman, mother of Mrs. J. W. Sowder, occurred on Sunday, November 12. She had been in apparent good health and was stricken with a heart attack on Saturday morning from which she did not survive. Funeral services were held in the J. W. Sowder residence and the remains taken to Harris, Mo., for burial. Mrs. Guyman was 81 years of age. She is survived by her husband and three daughters.

John Warman, brakeman on trains Nos. 25 and 26, was off duty for two weeks in November account illness.

Dornisfe has appeared at the office several mornings with his "store clothes" on and indicated he did not arrive home early enough to change clothes. Also, has acquired the bad habit of letting his beard grow. We assume he does not have time to shave, or is growing the beard so he may join the House of David.

News Items from the West Coast Division

Gertrude Alden.

MRS. CLARENCE MOORE, wife of section laborer, heard a slide come down just east of Pedee Canyon on Oct. 23 and promptly notified the section foreman who was working some distance from Pedee, and they in turn flagged train No. 263 and cleared the slide from the track with very little delay to the train. The railroad company appreciates very much the alertness and prompt action of Mrs. Moore.

Miss Florence Hall, "office vamp" of the superintendent's office at Tacoma, is visiting friends in Miles City. "Jack" looks rather depressed these days. We hope Flo will come home in time to enjoy a few rainy days before returning to work.

The friends of Mr. and Mrs. A. O. Veitch are indeed very sorry to learn of Mr. Veitch's death, which occurred in Columbus, Ohio, during the latter part of September. Deepest sympathy is extended to Mrs. Veitch.

C. E. Lenon, agent at Raymond, is very ill in a Portland hospital. His many friends are much in hopes that he will be greatly improved before this magazine is issued.

Lester Ellis, superintendent's steno at Tacoma, has had to buy a new hat, not that the old one is worn out, but just doesn't fit. On Sept. 13 little Barbara Joan arrived to keep Dickie company.

During the latter part of September C. F. Negley went on his vacation, but the only details of the vacation we have been able to secure from "Charlie" is that a burglar visited his home during his absence.

Regret having to report the illness of Martin Nofke, chief yard clerk, Seattle, which will necessitate his taking a leave of absence. We all hope he will be able to be back on the job before a great while. Jack Webb is relieving on the job.

Bill Westerfield's extra gang has been pulled off after putting in ties for all the section foremen from Avery west. Did a good job too.

About four inches of rain in 36 hours on the west end of our division last week kept Roadmaster Hall and Chief Carpenter McFadden on the jump. All the rivers that run down off the Cascades rose six to ten feet and quite a bit of damage was done. Most of the trouble was along the three rivers with Indian names that in some cases provoke lockjaw, the Snoqualmie, Skykomish and Snohomish.

Chicago Union Station

B. H. Perlick

WELL, folks, I was about to say that nothing has occurred to write home about, but, on second thought, such is not the case.

You fellows have probably observed that the actions of some of the young ladies in our building have been quite mysterious during the past few weeks. Calm yourselves, fellows, the girls have only organized a tap dancing class in order to retain their slender figures and schoolgirl complexions.

Up to the time this issue went to press we have been unable to obtain any details whatever, but watch our column closely for information as to dancing uniforms, practice evenings, location of practice, and our graphic chart covering loss in avoirdupois (in pounds) for each individual member of the dancing team. We will endeavor to have available for our next column a flashlight picture of the team in action. (Hot dog!)

One of the girls (our extemporaneously prepared detailed report shows) lost seventeen pounds in sixteen minutes the first lesson. This, "tapsically" speaking, is pretty good, we say, for several reasons. (We shall omit the reasons in this issue.)

Watch for our column in the next issue for further information about tapping. For the benefit of our readers we have looked up the definition for the word "tap." It is "touch lightly." Now the question is, how "light" is "lightly"? We shall call this

Make THIS the happiest Christmas in four years

GIVE A HAMILTON

HEADS ARE UP; chins are high again. Resolve now to put that Hamilton back on your Christmas list—and make this the happiest Christmas in four years.

Your faith in Hamilton, your desire to wait rather than compromise with a less accurate watch, will be rewarded. For Hamilton, despite those trying years, held rigidly to the high standards, never sacrificing quality to gain sales. Today's Hamilton, in fact, has the advantage of many improvements in watchmaking perfected since 1929—including the famous Time-Microscope.

Write for literature describing the 992 Elinvar railroad watches and the strap or wrist models for yourself or other members of your family. Address Dept. R, Hamilton Watch Co., Lancaster, Penna.



Three Beautiful Gifts. (Top) ADAM. 17 jewels. 14K filled gold, white or natural yellow. Applied indicator dial, \$53. (Lower left) STANLEY. 19 jewels. Rectangular movement. 14K filled gold, white or natural yellow, \$65. With raised gold figure dial, \$70. (Lower right) QUADRILLE. 17 jewels. 14K gold, white or natural yellow, \$65. Other Hamiltons \$35 to \$500.

HAMILTON

The Railroad Timekeeper of America



matter to the attention of our photographer when he is ready to take the flashlight picture. (See P. S.)

So much for the girls.

Good grief! Not a word (should) can be written about the male specie. Their behavior has been of the "clean slate" variety (for a change). We pray for better luck next time for the sake of our column.

Watch for dancing pictures (maybe) in our next column.

P. S.—Our photographer will probably be able to enlighten us as to "when a tap is not a tap" by the size of the bump on his head.

Iowa Division, Second District

H. H. J.

R. JACOBS, agent for the Milwaukee Road at Dunning, Ill., passed away suddenly in Chicago, Sunday, November 5th, of cerebral hemorrhage. Mr. Jacobs was with the Milwaukee Road quite a number of years, having served on the Des Moines division as agent at Albert City, Panora and Redfield, and the last few years at Dunning (suburban station in Chicago). Burial was near Sigourney, Ia. Mrs. Jacobs and son, Herbert, of Des Moines, and brother, A. C. Jacobs, agent, Nemaha, survive.

Mrs. T. D. Hakes, wife of agent, Waukegan, has been seriously ill, but is understood (at the time this is written), to be considerably improved.

Harry Calhoun, relief agent, suffered injuries in an automobile accident recently while en route between Lytton (where he has been relieving Agent Hull) and his home in Rands. He seems to be coming along nicely and may there be no "back-sets."

Understand the pheasants have been "catching it" since the "embargo" was lifted in November.

J. V. Schnell, Union Station telegrapher, Des Moines, took about a ten-day vacation the forepart of November.

Agents Brown and Groom, of Milford and Arnolds Park, "laid off" a few days in November, being relieved by H. Calhoun and R. V. Dawson, respectively.

Now that the new reduced passenger

fares have become effective, let's give the matter all the publicity we can and work toward the end of regaining all the business possible from our highway competitors.

Chicago Terminals

Guy E. Sampson

HERE these lines are read we will be on the last month of a not-soon-to-be-forgotten 1933. We have seen business at its lowest ebb as well as seen what we all hope is the turning point towards better times. Many employees who had been sitting on the waiting lists for months have been recalled to various lines of employment, thus giving them the opportunity of earning at least a part of an existence. Although there are many yet to be recalled, we are all thankful that even a slow, steady return of prosperity is helping as many as it is. May it continue till every employe finds a livelihood within our American boundaries.

One of the most important events of the month that we know of was when Operator George Hampton and Miss Ethel Hawkins, both of Bensenville, were married in a beautiful church wedding on Saturday, Oct. 28. Both are well-known in their community. After the wedding they took a honeymoon trip through the East and after a ten-day trip settled in a comfortable home in their home town. The congratulations of all employes are extended to Mr. and Mrs. Hampton.

Mrs. Edward Horn visited her parental home in Mauston, Wis., this month.

Mrs. J. H. Valentine renewed acquaintances in Bensenville and Chicago this month.

Supt. C. E. Elliott of Terre Haute strolled around among his old-time co-workers for a jolly chat the fore part of November. All glad to see him so hale and hearty.

Nov. 15 saw the thermometer register zero in the suburban yards and the boys all going around with earlaps pulled down and warm mittens covering their hands. Just the time of year when each one has to be more careful to look closely to avoid accidents. May we all keep Safety First uppermost in our minds so that our good record may continue.

I. and D. Items

M. G. B.

WE WISH to express our sincere sympathy to the family of W. C. Kellar, who died Oct. 19, 1933. Mr. Kellar was switchman at Mason City and worked on the I&D Division for many years and had a host of friends who regret his passing.

A very successful claim prevention meeting was held at Canton Oct. 19 with C. R. Dougherty, assistant manager of refrigerator service and claim prevention, the principal speaker.

Evan Hall, agricultural agent from Aberdeen, was a caller in the division offices at Mason City Oct. 18.

S. V. Kvenberg, assistant to superintendent of bridges and buildings, Chicago, was a caller at the division offices, Mason City, the 19th. Mr. Kvenberg was formerly a member of the division engineering office and his many friends here were glad to see him again.

W. E. Tritchler, chief carpenter from Austin, was in the division offices at Mason City Oct. 16.

R. E. Ketchpaw, traveling time inspector from Milwaukee, was in the division offices Oct. 23.

You can fool all of the people some of the time, and some of the people all of the time, but you can't fool all of the people all of the time. For example:

We have always had considerable faith in the truthfulness of Yardmaster P. H. Dickhoff at Mason City, outside of his fishing and hunting exploits, but have often doubted as to the authenticity of some of his catches and game bags. It seems that a baby boy was born in the home of one of Frank's neighbors and, as is usually the practice in such cases, the proud father wished to have him weighed. He did not have the required scale but thinking of Dickhoff called on him for one. The baby was duly weighed, but lo and behold, the actual weight as shown on the scale was 21 pounds! You can imagine the surprised expression on the father's face and what a trimming Frank got after the proud father found out that this scale was being used to weigh Dickhoff's fish and that it weighed three times as heavy as it should have.

Dogs are very much in season now. Superintendent Ingraham is sporting a new Irish setter, H. W. Wuerth ditto, and now Don Woodhouse, not to be outdone, reports a brand-new batch of, well, about five or six.

Mrs. C. C. Smola, wife of division storeskeeper, returned the first of November from Savanna, Ill., where she has been visiting her mother, en route from a trip to the World's Fair at Chicago.

Joe Trayer, operator in the dispatcher's office, is going around with that certain pleased expression on his face. The cause, we find, is that he has been recently made a grandfather. A baby boy was born to his daughter and son-in-law, Mr. and Mrs. Phillip Retchwich of Lansing, Iowa, on Nov. 2.

Ralph Boyer, formerly employed as instrumentman in the division engineering department at Mason City, was a visitor in the division offices Nov. 7. He was on his way to Winona, Minn., where he is working as government engineer.

Leon Roberts of the agricultural department, Chicago, was a visitor in the division offices Nov. 6.

J. F. Etter, traffic department representative from Chicago, was also a caller in the offices Nov. 6.

Mrs. C. B. Higgins, wife of Dispatcher, Mason City, returned Nov. 9 from Waukon where she was visiting relatives.

W. E. Tritchler of Austin dropped in for a few minutes Nov. 9 to pay his respects to the division offices at Mason City.

U. S. Congressman Fred Bierman of Decorah was a visitor in the freight office, Mason City, Nov. 8.

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



Ernest Juers

An All-Round "Champeen"

WHENEVER a new hero reaches a peak in the sport world we have men-of-years come forward to dispute his claim to fame. When an outstanding pitcher comes forth he always has to wrestle with the feats of Matthewson and others of yesterday.

We are fortunate at Plymouth to have a man in our employ who could compete with the best that the world had to offer during his younger days. Holding his fifty-eight years well, Mr. Ernst Juers is today a picture of health. He has taken good care of his system and states that he intends to live to be a hundred. He still shows the same vitality that won for him fame in the sport world of yesterday. It is in the blood, states Ernie, who has a dad of ninety-eight years, who intends to go to the World's Fair next year.

Mr. Juers is the proud father of two boys who have contributed much to the glory of this community and the prestige of this family of athletes. Gilbert is an outstanding pitcher who can boast of the finest record for strikeouts in minor baseball. His record of seventeen strikeouts still stands as a minor league record. Ernie has another son who is setting the bowling world on fire. Eddie Juers is at present the outstanding bowler of the state. Billy Sixty describes him as the "dark horse" from Plymouth who has smashed into the ten-pin spotlights with one of the wildest sustained strike sprees in Wisconsin ten-pin history. It might be a matter of interest to know that Eddie is a former employee of the Milwaukee Road.

It was only a few months ago that Ernie Juers held many of the city folks spellbound with his feats of rifle marksmanship. He established a record of hitting forty-seven eggs out of fifty. If you readers think this is easy, try it some time.

Only a couple of days ago Ernie showed some of his old-time skill by riding a bicycle, showing some of that ability that established him as the champion bicycle rider of Wisconsin in that famous meet at La Crosse in 1898 when he surprised the world by beating the famous Archie Ferguson, unbeatable up to that time.

The station force at Plymouth are fortunate to have a man of Mr. Juers' type as crossing flagman. He possesses a perfect safety record and nothing ever gets by Ernie.

He is timid about discussing his prowess as an athlete but the older settlers still tell about it around the fireplace.

Ediphone Review

Harriet.
Big Ideas

Service serves best those who practice it. Be optimistic—be fair—be tolerant. The "heart smile" hits the bulls-eye. The "lip smile" often misses fire. You can still buy blushes at the drug store, but smiles have to come natural.

Best Wishes

To our neighbor, Margaret Pagels of the accounting department for smooth waters of life-long happiness upon her venture in

the sea of matrimony. Congratulations to the groom!

To Jimmie on his promotion in the general move-up position-vacancy left by Miss Pagels, and to Freddie upon being promoted to the position Jimmie leaves. Good luck, boys!

And best wishes to Ruth Barrington who buzzed in one morning to show her new sparkler. After all the ohs and ahs had subsided, little Helen ends up with "So Ruthie is engaged, well thank God for that!"

Dan Cupid's been quite a success in the Accounting Department. Quite an epidemic, what? Who's next?

Speaking of buzzing in, the CMS&P "it" girl breezed in one day and as she tripped down the aisle we thought—oh, for the gift of writing poetry, but lackaday we must just jot down the thought:

To Rose—

Who keeps up her courage
With that tempestuous exterior
To combat a demanding modern world.
But in truth you can find
That all pure gold heart of hers
If you're big enough to try.

Low-Downs

Our tap and rhythmic instructress threatened to put Marilyn in the corner for coming to class with gum in her mouth. Teacher would like to have Marilyn "shake her feet" and give 'em a workout, rather than her jaws. What ho, Marilyn!

Shuffle right, shuffle left, tap, kick—is keeping off the sick list, "fit as a fiddle and ready for work." Join the class, girls!

'Sunny so many razors going bloote at once. Came the dawn of a blue Monday with "Dandy Freddie" bearing a cut below the eye and "luscious brown-eyed Bill" with a cut on the chin. Was it the razors or too much week-end?

Jule: Well, you know Evelyn's on a diet. Erwin: You're telling me? You ought to see the plate of spaghetti she cleaned up at midnight last, after doing the Fair.

The fight's still on between Eve and Jule to become Erwin's sister-in-law. Wonder whether he's a lost brother akin to Gracie Allen's—both girls are still looking for him.

Zestful little Emmy claims one can't find time to gab to folks on ponderous questions, so her suppressed expression finds pace when she loses herself in reading a high fallutin' book.

Why Trains Are Preferred

Reprinted from the Wheatland (Iowa) Gazette

I DON'T like to dodge around those giant inter-city trucks. They frighten me. They look dangerous. They make good drivers nervous. They make strong men to swear and lovely ladies to scream. It's almost as bad to be scared half to death as it is to be killed. Talk about road hogs—those inter-city trucks are worse than hogs—they're insolent, roaring, swash-buckling bullies. They're so big they'll mess with any ordinary conveyance—but they never bother me when I ride on the train.

I have never been able to schedule a business trip according to weather. Very often I am obliged to travel when it is bitter cold, or in the midst of heavy rain, snow or fogs. The train takes me through on schedule—rain or shine, hot or cold, day or night, summer or winter, low ceiling or high. It's the dependable factor in travel.

Worst of all, I hate watchful waiting for the last twenty miles before the next rest stop. I know that everyone else is watchfully waiting, too. The air becomes tense. The situation nerve-racking. Friendship ceases—for when a lot of people want to go out at the same time, and there's only one door to go out through, and only one door to go in through, and only one or two, you know when you get to the place—then, I say, friendship ceases and strife begins. Every man for himself, and devil (or cramps) take the hindmost. No sir, I much prefer to go when I have to go. That's another reason why I take the train.

In a coma from that aroma



"TEMPORARY asphyxiation from bad tobacco in a bad pipe." That's what the doctor put in his notebook. And this remorseful husband learned that it isn't only apples that keep the doctor away.

Here's a prescription for keeping wives not only conscious, but happy with a pipe-smoking husband. Ask the tobacco store man for Sir Walter Raleigh Smoking Tobacco. It's that mild, flavorful blend of rare Kentucky Burleys that pleases husbands and wives alike. It's kept fresh in gold foil. When it's packed in a well-kept pipe, it will give you more satisfaction than heavier tobacco, and you could smoke it in a submarine without upsetting the white mice.

Brown & Williamson Tobacco Corporation
Louisville, Kentucky, Dept. K-312

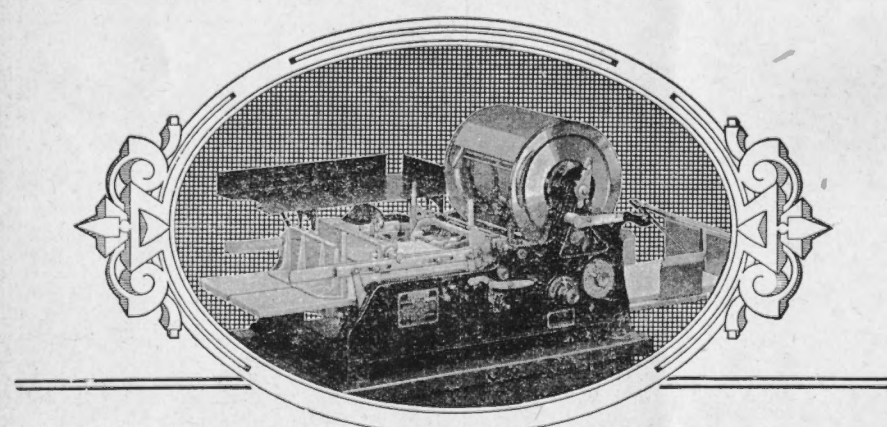
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The Community Melting Pot

ROCK VALLEY, a rural town of 1200, picturesquely located on the Rock River in Sioux County, N. W. Iowa, enjoys the fame of having the only "UNORGANIZED ORGANIZATION."

It is referred to as the Community Luncheon which has flourished with marked success the past two years. At these gatherings the attendance has increased from 40 to 250. Assembling the citizens, men and women, on an equal footing for its eats and entertainment—there are all factions of the community—the professional men, the business citizens, the laborers, the farmers and especially invited guests from neighboring towns.

Why called "Unorganized?" Because non-discriminating, functioning without restrictions and regulations; no officials, no dues, no membership cards—just an unique opportunity to meet fellowtownsmen, brush elbows and become better acquainted with those not usually met in one's church, lodge or social clubs—the Town's Melting-pot, if you please.

A different chairman is selected each month to arrange the necessary details. The ladies' societies in the various churches (after the crowds became too large to handle at the hotel) have served the delicious banquets for which the guests pay 50c per plate.

The varied programs have sponsored some two dozen out-of-town speakers during the two years and secured without expense. The list brought doctors, lawyers, politicians, state legislators, a Congressman, a Governor, a United States Senator and other worthwhile attractions. All of which presents an appealing suggestion for small communities to emulate.

The Milwaukee agent at Rock Valley, C. W. Jacobs, is guilty of having sprung this idea on the citizens of Rock Valley and which has proven so popular that it has been suggested he ask for a copy-right.

NEW IRRIGATED LANDS

Along Our Road in Sun River Project

ANOTHER big step has been taken toward completing the Sun River Irrigation Project; \$600,000.00 has been allotted from Public Works Funds to pay for extending canals and laterals in the Greenfields and Mill Coulee Divisions of the Project.

It is estimated that these extensions will bring about 28,000 acres of land into irrigated production. A major part of this new irrigated acreage is served by our Road.

Many believe that these additional irrigated acres will go a long way toward securing a sugar beet factory at Vaughn. There will be enough watered acreage suitable for beet growing to permit the farmers to properly rotate their fields while supplying the beet factory.

Of course, the added acres will make room for additional farmers on the Project, thereby materially increasing both the inbound and outbound business.



General Car Foreman John Hemsey, Sr., Minneapolis, and His Granddaughter, Fean Audrey Mandery

Gentleman: Will you serve the chicken?
Walter: Certainly, sir, what will she have?

The Ultimate Reason

(Utah Humbug)
Student: "These university professors don't know a thing! Why, not one of them could teach and get away with it anywhere else. They're just dumb—why, they oughta get a whole new teaching staff!"
Other: "Yeh, I flunked, too."

Ever Present

Gray: "Did you fish with flies?"
Returning Camper: "Fish with them? We fished with them, camped with them, ate with them and slept with them."

"Now girls," said the restaurant manager, "I want you all to look your best today. Add a little extra dab of powder to your cheeks and take a bit more care with your hair."
"Why, what's the matter?" asked the head waitress. "Butter bad again?"
"No," said the manager, "the beef's tough."

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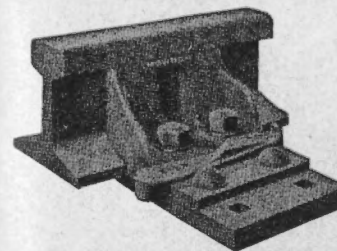
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The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent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

FOR RENT—Beautiful four room apt. hardwood floors. Steam heat. Electric refrigeration if wanted. Good transportation. Near Garfield Park. Make your own offer. C. Vendegna, 3448 Fulton Blvd. Nevada 4269.

FOR RENT—Six large light rooms, hardwood floors, good transportation, furnace heat. \$20.00 per month. Two-car garage optional \$5.00 per month. 4846 North Seeley Ave., Chicago, Ill. Tel. Longbeach 0592 or see R. H. West.

ROOMS FOR RENT—Two large sleeping rooms, one has twin beds; private home; men or ladies. Mrs. N. J. Van Schoyck, 4717 N. Campbell Ave., Chicago, Ill. Tel. Ravenswood 2129.

FOR SALE—One Membership in modern hunting club at Waubay, South Dakota; double garage with two cars. For further information call or write C. M. Elliott, 4936 Maypole Ave., Chicago, Ill. Tel. Austin 3022.

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

GOLF CLUB—Tommy Armour Driver, 42½-inch steel shaft, \$4.00. A. G. Pol-lath, 621 East Burleigh St., Milwaukee, Wis.

RESIDENCE FOR SALE—At Roselle, Ill., 3 blocks from Milwaukee Station. Good suburban service. Modern 2-car garage; nice lot; 12 miles from Elgin. Five rooms and bath down stairs, 3 rooms and bath upstairs (completely furnished), which can be rented, thus making it an income as well as a residence property. Will be sold on good terms and at a very reasonable price. E. E. Brewer, P. O. Box 274, Roselle, Ill.

FOR SALE—Petrified wood. Small pieces as low as 10c postpaid. Larger pieces in proportion. E. A. Ashley, 326 North Dakota Street, Canton, So. Dakota.

TO TRADE—Eastman 3A Kodak, RR lens, with combination back for plates, also regular back, one portrait lens, one copying lens, two plate holders. Want No. 1 plate or film camera, size 2¼x3¼. What have you? Address: L. A. Carter, Agent, Darlen, Wis.

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

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

ARTHUR GEILS BAKER

(Continued from Page 8)

much of the time in travel by wagon and on horseback, examining various possible routes between Chamberlain, S. D., and California; and in California, from Eureka Bay to San Francisco; and from Glenham, S. D., to the northwest into Montana, Idaho and Washington.

When it was finally determined to build the line to the Puget Sound Country instead of to California, Mr. Baker was given charge of the construction of that portion between Marmarth, N. D., and Melstone, Mont. Soon after bringing this work to completion in 1909, building a line north from Lewistown to Great Falls, Mont., was given consideration, and Mr. Baker was detailed to make the explorations, then to supervise the surveys and later, the construction.

Building this line and its branches to Agawam, Winnette, Roy and Winifred was completed in 1915. Mr. Baker then determined to take a well-earned leave of absence, and the next year he with his family moved to Los Angeles, where he "entered into rest" on September 14 of this year. He is survived by his widow, one son, a niece who made her home with the Bakers and one brother who lives in Virginia.

There were many hardships in connection with Mr. Baker's work, but friends say that he was never heard to complain of these. He was held in high esteem by the presidents of the railroad under whom he worked, Mr. Roswell Miller and Mr. A. J. Earling; and by his superiors and associates of the engineering department.

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